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SIXTEEN PAGES — ONE RIYAL

Taif requests Koreans to help private sector

TAIF, July 24 (SPA) — Interior Minister Prince Naif, who recently returned from a tour of Asian countries, said Tuesday that at his request the Korean government is studying the possibility of Korean workers working for the Saudi private sector.

In a statement to "Al-Riyadh" newspaper, he said the Saudi government agreed to study his request and to report to him as soon as possible.

Prince Naif, who visited the Republic of Korea, said his talks with officials were extremely successful.

"The leaders expressed their admiration for the Kingdom's policy in the Middle East and world affairs and their support for those policies," Prince Naif said.

"The Kingdom enjoys a good reputation at both the official and unofficial levels in the countries I visited," he added.



Prince Naif

Earlier Monday, Second Deputy Premier and Commander of the National Guard, Prince Abdullah, joined the royal court at Taif after a private visit abroad. He was received by Crown Prince Fahd and other senior officials.

Ramadan Today

JEDDAH, July 24 — The Holy Month of Ramadan began Wednesday after sighting of the crescent of the fasting month was officially confirmed Tuesday.

Ramadan lasts 29 or 30 days depending on the lunar calendar. It will be followed by Eid al-Fitr.

During Ramadan government departments will work from 9 a.m. until 2.

The private sector will set its own working hours.

To Our Readers

On the occasion of the Holy Month of Ramadan Arab News extends greeting and best wishes to its readers.

Iran's navy chief told to remain at his post

TEHRAN, July 24 (AP) — Rear Adm. Ahmad Madani's resignation as chief of Iran's navy has not been accepted by the government and he has been ordered to stay on, the government announced Tuesday.

Madani also serves as governor of the southern Khuzestan province.

The admiral's resignation has been demanded by leaders of about 2 million Arabs in Khuzestan claiming he has kept a tight lid on their aspirations for some degree of autonomy.

Madani, known as a tough administrator, has ordered a crackdown on Arabs attempting to disrupt Iran's petroleum production in Khuzestan.

In an interview to the newspaper "Manbada" Madani said that because of his heavy workload as governor general, he was unable to carry out his duties as navy chief. He also cited fatigue as another reason for submitting his resignation.

Meanwhile, five more men were executed by firing squad in Khuzestan Tuesday, two of them

for plotting to blow up pipelines, and one for incest with his daughters, the official Pars news agency reported.

Their deaths raised the execution toll in Iran to 363 since revolutionary forces led by Ayatollah Khomeini overthrew the Shah.

Pars said Abdol-Zahra Daris and Abdol-Jalil Daris, two Iranian Arabs, were arrested by oil company guards Monday and convicted by an Islamic revolutionary court of plotting to place a bomb beneath pipelines leading to the Abadan refinery, the world's largest.

In another development, a patrol of 88 Iranian soldiers crossed the border into eastern Turkey last weekend after being cornered by Iranian Kurds fighting for autonomy, Turkish newspapers reported Tuesday.

The newspaper's correspondents at the border area said the Iranian troops returned to their country at a major frontier post farther north Monday.

Government officials in Ankara declined all comment on the reports. Official reference to Kurds, several million of whom inhabit Turkey, is taboo and they are normally described in official statements and documents as "Eastern Turks."

Travel Supplement

Today's Arab News includes a supplement on travel.



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Israelis blast houses, but U.S. protests strongly

TEL AVIV, July 24 (R) — Israeli soldiers Monday night blew up houses in South Lebanon which a military spokesman claimed had been used by Palestinian commandos.

The spokesman said the Israeli army unit dynamited the buildings in the village of Majdal Salm, in the central sector of the border zone, after evacuating its inhabitants.

All Israeli troops returned safely, the spokesman said.

Israel has launched several raids into South Lebanon in recent weeks to attack what it claims were commando bases, but authorities in South Lebanon say the attacks have been aimed at civilian targets.

Meanwhile, in Washington, the United States denounced in "strongest terms" the latest Israeli air strikes on Lebanon.

But Israeli Ambassador Ephraim Evron reiterated Israel

policy that the raids were in "self-defence."

The State Department, in one of its sharpest rebukes of Israel, said in a statement: "The United States strongly condemns the Israeli air attacks up and down the Lebanese coast on Sunday, which hit targets in one case only miles from Beirut."

Spokesman Hodding Carter added "I have just said in strongest terms that such raids must be stopped."

He indicated that the United States was particularly concerned that the casualties were civilian — including women and children — and the attacks not confined to Palestinian commando bases in Lebanon.

But the State Department did not say what the United States would do if such raids using U.S.-supplied aircraft — F-4 Phantoms — staged the strike on Sunday — were repeated.

Carter said the legal implications of the raids as far as U.S. law was concerned were still being studied. "I expect we will be following up on this," he said.

At the United Nations Lebanon representative Ghassan Tuani protested to the Security Council about the raids.

Kaddoumi to see Francois-Poncet on Arafat visit

PARIS, July 24 (R) — French Foreign Minister Jean Francois-Poncet will meet Farouk Kaddoumi, head of the Palestine Liberation Organization's (PLO's) foreign affairs department, Wednesday, officials said Tuesday.

The meeting will take place amid persistent press reports that PLO leader Yasser Arafat might visit France.

French presidential and foreign ministry officials said they were unaware of an impending visit by Arafat to France.

Expo Middle East opened

By Nigel Harvey London Bureau

LONDON, July 24 — Over sixty American and European exporters joined the Arab News and Ashraf al Awsat sponsored Expo Middle East Trade Fair which started Tuesday.

The exhibition, which runs to the end of the week, brings together a wide range of products and services in a central London hotel. A similar expo last year attracted over 3,000 visitors, mostly from the Middle East. The organizers this year hope for even more.

Exhibits range from engineering services, security equipment, household goods, construction, communications and irrigation contractors, to a host of electronic consumer goods like video recorders and digital watches.

One group is offering "computerised fitness training", another, a one-man pleasure Hovercraft for all surfaces.

In conjunction with the exhibition, Arab News and Ashraf al Awsat have organized a two-day conference on Arab banking and finance which begins Wednesday, also at the Grosvenor House Hotel.

Prince Muhammad al Faisal, chairman of the International Islamic Banks Association, will discuss Arab culture and its influence on international banking with over 150 banking delegates.

Other topics will include the development of Saudi capital market — and Amman's prospects: Kuwait's financial market and trends in the Gulf's development as a major financial center; and the recent and expected patterns in Arab overseas investment. Project financing will also come under scrutiny.

Carter wants support on energy from Congress

WASHINGTON, July 24 (AP) — President Jimmy Carter, moving to improve relations with a Congress confounded by recent upheavals in his administration, is appealing to his party's congressional leaders for help in preserving legislation he considers "absolutely essential" to his energy program.

Faced with the possible loss of tax revenues needed to finance his \$ 142 billion energy blueprint, Carter called Democratic leaders

to a White House breakfast meeting Tuesday to make his case for the legislation.

Later, Carter planned to meet with many of the people he appointed to high-level jobs in cabinet departments and independent agencies.

On Monday, he assured about 300 White House staff members that if they are competent, hard working and loyal, they have nothing to fear from the controversial "report cards" being

filled out by their bosses.

Turning his attention to energy, Carter was asking top Capitol Hill Democrats for help in warding off amendments that could significantly cut revenues from the "windfall profits" tax he has asked for as part of his earlier plan to decontrol domestic oil prices.

White House press secretary Jody Powell said Monday that the legislation's full tax revenues are necessary if the goals Carter outlined in his nationwide speech July 15 are to be met. He said Carter is concerned about proposed amendments that would:

— Exempt independent producers from the tax, a move White House officials said would cost \$ 25.2 billion in the first 10 years of the tax.

— Exempt newly discovered oil, paring another \$ 35.8 billion in revenue from the proposed levy, officials said.

The administration estimates a total of about \$ 55 billion would be lost if Congress passed both amendments. If left as it is the tax is expected to reap \$ 142 billion in its first decade.

Meanwhile, Carter, pleased by a favorable opinion poll verdict in

Wary of intruding

U.S. ready to defend Gulf

WASHINGTON, July 24 (Agencies) — Defense Secretary Harold Brown said in an interview published here that the United States is prepared to use military power to defend its vital interests in such areas as the Gulf but that the interests of the countries of the region are paramount.

"I think the United States is prepared to use military power now in defense of its vital interests," he said.

He emphasized in the interview, in the current issue of "U.S. News and World Report" magazine, that U.S. vital interests were more narrowly defined now as a result of the Vietnam War.

Asked what this meant in terms of the Gulf, source of a large proportion of U.S. oil imports, he said: "Well, I specifically had that in mind among other areas. The United States considers that that's a vital area of its interests."

But he said the United States had been trying at the same time to support requests for help from countries in the area without intruding itself into the area, "and that's not likely to change."

(Reuters Monday erroneously reported that Brown had said the United States would not use military force to protect its oil supplies from the Gulf.)

Brown emphasized that it was important that Gulf states improve their security and the United States was trying to help in that regard.

Asked if he foresaw the possibility of U.S. forces being deployed in an area like the Gulf to protect

U.S. national interests without the consent of the people there, he said: "One remnant from Vietnam that hasn't changed — and I think just as well hasn't changed — is that we're not going to overlook the importance of the degree of welcome or support from the people in the region."

Questioned about suggestions that the United States should use force if needed to take over oil fields in the Gulf on the grounds of safeguarding security interests, he said: "It seems to me that that kind of approach is hard to characterize other than as aggression ... I think we are not like that. That's why political cooperation and the political path ought to be paid considerable attention to."

Arah News Washington Bureau, added Tuesday that the recent U.S. warning to American oil tankers in the Gulf to be on the alert for a possible "terrorist action" last Monday in the Strait of Hormuz appears to have originated from reports passed to the U.S. government by Israeli intelligence, according to informed sources here.

The warning, issued by radio to



Harold Brown

tankers and other ships in the Gulf through the U.S. Defense Mapping Agency, was the fifth such alert in recent years, the Pentagon said.

The most recent warning before Monday's was broadcast June 8, a Defense Department spokesman told "Arab News."

None of the five "threats" materialized, the spokesman said.

Monday's alert advised ships to be on the lookout for "any unusual or abnormal activity" in the Hormuz area which "could

result in a possible hijacking or other hostile action."

While the Pentagon spokesman would not say which group or individuals was believed to have planned the alleged action scheduled for Monday, it recently issued a threat against American shipping in the Gulf.

The Defense Department spokesman declined to identify the source of the hijack report, other than to say that such shipping alerts are the result of information gathered from "various government agencies."

No details released

Sadat, Peres review situation

CAIRO, July 24 (Agencies) — Egyptian President Anwar Sadat met Tuesday with Israeli opposition leader Shimon Peres in the Mediterranean city of Alexandria. Cairo radio reported the meeting took place in the Egyptian leader's seaside villa, but gave no details of the subjects discussed.

Sadat and Peres, however, were expected to review the pace of normalization of relations under the peace treaty signed by Egypt and Israel in March.

Another likely topic was the flap that has developed over a replacement for the U.N. emergency force troops whose mandate expired Wednesday. Cairo radio said Egypt officially messaged acceptance of a U.S.-Soviet compromise to have unarmed observers in place of the peacekeeping troops.

Israel has so far refused to accept the unarmed observers to monitor the withdrawal from Sinai.

Peres is scheduled to spend three days in Egypt in his first visit here. He is later scheduled to confer with Egyptian Prime Minister Mustafa Khalil.

The United States Monday was reported pressing Israel to drop its objection to having U.N. military observers monitor the Egyptian-Israeli peace treaty, replacing the departing U.N. emergency force in the Sinai.

Egyptian Ambassador A. Esmat Abdel Meguid, meanwhile, informed U.N. Secretary-General Kurt Waldheim that Egypt agreed to the presence of the U.N. Truce Supervision Organization's observers.

Up to 800 observers would replace the 4,000 members of the U.N. emergency force. The latest mandate of the force, which has been in Sinai since the 1973 Arab-Israeli war, expired Tuesday at 0400 GMT Wednesday.

Egyptian press officer Muhammad Ayman el Amir told reporters that he understood Israel's position was now the subject of consultations between the Israeli and U.S. governments. "I hope the Israelis will soften their position on this," the Egyptian official said.

He said he expected informal consultations on the subject among the 15 members of the U.N. Security Council on Tuesday.

The Soviet Union had agreed

with the United States that the 296 U.N. observers now in Sinai should be used to follow up staged Israeli troop withdrawals under the peace treaty, and even augmented for that purpose, informed sources said here last week. They said the Soviets agreed despite their criticism of the U.S. sponsored treaty.

Meanwhile, Israeli and Egyptian military negotiators met in Sinai Tuesday to prepare for the second phase of Israel's withdrawal from the peninsula.

U.S. to sell Israel, Egypt \$1.3b in arms

WASHINGTON, JULY 24 (AP) — The Defense Department has announced nearly \$ 1.3 billion in proposed sales of weapons to Egypt and Israel, following through promises to strengthen their armed forces made at the signing of the peace treaty.

The department also notified Congress it plans to sell \$ 118.8 million in military equipment to West Germany, Singapore and the Netherlands.

The "letters of offer" cover \$ 694.4 million for Egypt and \$ 580 million for Israel under sales credit financing for both countries.

Two weeks ago the Pentagon formally notified Congress that it plans to sell Egypt 35 F-4E Phantom fighter-bombers for \$ 594 million.

As part of President Carter's effort to persuade the Egyptians and Israelis to sign the treaty, they were promised a total of \$ 4.8 billion in special military aid, economic aid. The arms sales will be financed on easy credit terms.

In the new installment, the Pentagon proposes sending Egypt 750 armored troop carriers, mortar, cargo and command post vehicles.

Egypt would also receive for the first time 12 batteries of the U.S. Army's improved Hawk anti-aircraft missile system.

For some years the Egyptians have been asking for substantial American weapons to replace worn-out equipment supplied by Russia before Cairo and Moscow broke after the 1973 War.

U.S. panel asks disclosure of OPEC investment data

WASHINGTON, July 24 (AP) — A House of Representatives subcommittee voted Tuesday to authorize the issuance of a subpoena for secret Treasury Department records detailing the amount of investments in the United States by OPEC nations.

However, the subcommittee agreed to withhold formal issuance of the subpoena pending further discussions with the Treasury Department.

Those discussions are expected to be completed within the week, committee officials said.

The action came after Anthony M. Solomon, treasury undersecretary for monetary affairs, made a last-minute argument to the

subcommittee on the department's concern about making public any figures on individual investments by OPEC nations.

The vote by the House government affairs subcommittee on commerce, consumer and monetary affairs to authorize a subpoena but withhold issuance was 5-0 with one member voting "present."

The Treasury earlier had told the subcommittee that overall OPEC investments in the United States were \$ 42 billion and that 80 per cent of that amount came from Arab states in the Middle East.

But it refused to release information on how much investment any particular nation had.

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Mecca dairy plants said danger to health

JEDDAH, July 24 — The dairy products packaging facilities in Mecca are a danger to health, according to Talal Abdul Satar Sherif, administrative director of the Public Health Department. "Okaz" reported Tuesday that he told a meeting in Mecca Municipality of a committee set up to examine the plants that his department is inspecting them.

They are also in areas prohibited to industrial development. In future, he said, licenses for building similar plants will not be issued without the approval of the municipality and the public health authorities.

Saudi and foreign firms will be obliged to print the expiry date of their products on the package, giving the day, month and year. Such

plants will be subject to inspection by public health and municipality authorities.

The Quality Control Department of the Ministry of Commerce will check samples of their products to see if they conform to Saudi Standards Organization regulations.

If not, they will be banned. Mecca Mayor Abdul Qader

Hamza Koshak proposed that a plan to develop the industry with due regard to public health be drawn up, and the committee agreed to study the proposal.

Apart from Sherif, the committee is made up of Dr. Muhammad Ahmad Kafi, Dr. Abdul Fatah Awad, Mahmoud Saleh Al-Bulsihi, the Ministry of Commerce's representative for chemical affairs, Saudi Standards Organization representative Dr. Muhammad Kamal Yusuf, Muhammad Ali Mumin, Abdulrahman Muhammad Al-Ajlan, representing the Environmental Health Administration Board, and a representative of the Ministry of Industry and Electricity.

Man ate rats in great famine 75 years ago

JEDDAH, July 24 — Id Al-Oteiba, an 85-year-old man from Riyadh, ate rats, a fox and a crow in the times of famine before King Abdul Aziz finally pacified the Nejd in 1904.

Speaking to "Al-Jazirah" Tuesday, he said "we call that time 'Sahout'. It was a time of great hunger and infrequent rain and people were forced to migrate to other areas."

People ate dogs, but he had never heard of anyone eating a donkey. "This time continued for a year," he said, when he was ten, but "with the coming of King Abdul Aziz, thank God, the rains were more and our properties were increased."

He has been married to nine women, who bore him three children. All the children died.

He made his way overland to see the world 15 years ago, traveling to more than 20 countries.

Ministers may attend Taif cultural season

JEDDAH, July 24 — The Taif Literary Club has invited ministers and senior officials to participate in its cultural program this summer.

Invitations have been sent to Minister of Industry and Electricity Dr. Ghazi Aljosaibi, Minister of Information Dr. Muhammad Abdo Yamani, Minister of Commerce Dr. Soliman A. Solaim, Minister of Higher Education Sheikh Hassan ibn Abdullah Al-Sheikh, Minister of Finance and National Economy Sheikh Muhammad Aba Al-Khail and others.

The club's secretary, Muhammad Al-Shagma, told "Okaz" Tuesday that the club's new building will be opened soon. It has a games room and studios for drawing and photography.

He also invited educated young men to visit the club.



DECAY: Sand chokes 50-year-old palms before the massive clay walls of a palace in Hail. The palace, built by the first governor after the fall of the town to the Saudis in 1921, is a late example of a vigorous architecture that flourished in Hail during the nineteenth century.

The ostriches are gone

The black tents and the bulldozers of Hail

By James Suchan

There are no longer any ostriches in Hail.

These pedestrian and anachronistic birds were once sold by the bedouin in the livestock compound on the edge of the town, beyond the main mosque and the striped umbrellas of the women's suq.

The market today is alive with the sobbing of meat camels and the bleating of goats, for bedouin from all over the Jebel Shammar congregate round Hail in the summer. The black tents of Harb and Anazhah litter the pink gravel of the Hail plain.

The camel drivers or the boys in Toyotas selling Egyptian clover for feed know about the neamah, but say no ostrich has been seen in Hail in living memory.

H.R.P. Dickson writes that the last ostrich was banded down near the Kuwait border at the beginning of the 1920s — the time the Al-Saud were dislodging their bitter rivals, the Al-Rashid family, from the citadel of Hail.

Hail has lost the ostrich and the Rashid but has gained much else in the past 50 years.

The tall flood-light towers of the SR200 million sports stadium, which the Korean firm Chin Heung will finish this month,

make the clay and gypsum efforts of the Rashid look rather out of scale. The 400 villages of the Hail plain — the Qurayyat Al-Hail that Imr ul-Qais writes about — are in get power from a central electricity project. Many of the handsome crenellated clay village houses already sprout television aerials.

The governorate itself has a full SR250 million to spend this year, according to acting governor Sheikh Nasser ibn Abdullah ibn Sheikh. Although the priority is to provide services to the Hail population, visitors are also being encouraged.

A chance encounter at the airport with Sheikh Muhammad Al-Sulaiman Al-Anbar — "you have heard perhaps of the Meridien. That's mine" — reveals he is putting the finishing touches to negotiations to build a large resort among palm gardens and vineyards under the pink and grey granite pinnacles of Jebel Ajja — one of the "twin mountains" that enclose the plain.

He is modest about the scheme but Hail is humming with talk of a new hotel, three mosques, villas, six schools, a library and a hospital. Work on this Arabian Ontacumund is expected to be well under way before the end of 1980.

One man of Hail who is strongly in favor of tourists is Sheikh Abdul Rahman ibn Yusuf Al-Khrib, who has managed the affairs of Saudi Arabia for 25 years. For the past two, he has lobbied Saudi in Jeddah to put Hail on an international route — either via Tabuk to Cairo or via Badana to Amman. And after that, why not Europe, America and the Far East, he muses taking in with the sweep of his arm the broad thoroughfares of modern Hail, the marble and glass and jet-length runways of the airport and the chattering flocks of Koreans.

"We can't bury our heads," somebody says. The traffic justifies it, he says. The airports two runways under Jebel Ajja can handle 747s and the airport only needs an extra power unit and fork-lift gear for

major cargo work.

If this all sounds rather ambitious Hail once controlled a policed a tract from Qasim to the sense of grandeur. hard, Sheikh Abdul Rahman also watched the growth of town since the first DC-3s landed on the dirt runway to the south Hail. The area is now covered the sports stadium and the tent the Koreans.

Between 1955 and 1960 Sheikh Abdul Rahman worked alone from a small office at airfield, mishlaed to receive see off the single Dakota arrived every Sunday from Medina and Jeddah. From Hail flew on to airfields at Zulfu a Majma — now disused — a Riyadh, before returning the way on Monday.

He now employs 49 Saudis Pakistani and a high-power Sudanese; and instead of the flights a week, there are 39 Boeing 737s to the large town and by Fokker Friendship propeller aircraft to the unpaved airfield of the north. Ticket sales in 19 were worth SR30,000. Last year they reached SR8 million.

Only the price of a ticket to Jeddah has remained more or less the same — or climbed from SR100 SR125 while the cost of living increased about four times. T almost static fares are owing Prince Sultan's decision in 1975 order a 25 per cent fare cut bring domestic air travel with the reach of the rural Saudi.

The effect in Hail was immediate. That year, 10,700 people boarded flights at Hail. The next year, it was 18,400 and last year over 43,000.

And there is a marked increase apparently in visitors for pleasure. "It is spring now," the acting governor said in his garden last month. The temperature was the mid-30s centigrade and slight breeze ruffled his chrysa themums.

A Hail merchant, Fahd Byon, has opened the Hail Hotel which offers enormous dinner and an encumbrance of television under eccentric wood-carving at plaster work.



SERPENTINE: Camel in the Hail livestock suq

The Sheraton, one year on

Going strong on the crags of Hada

By a Staff Reporter

The Al-Hada Sheraton Hotel near Taif is a year old now. It began with a splash of publicity and still seems to be run with a similar youthful verve that would merit.

Fifteen kilometers from Taif, it stands towering over the hills at the top of the terrifying escarpment, 2,000 feet high, that brings you from Jeddah.

Benito Marcopoli, the Turkish-born Italian manager, says that the hotel's location is a major attraction: not only is there the view, but there is the mountain air, the peace around, and sports available such as running, walking and tennis. The hotel also has a complex for swimming, sauna and a health club.

He has introduced several imaginative ventures unusual in Saudi Arabia to get the hotel known. He says that there seemed too much danger of people living and working in the area coming to think that what with conferences

and foreign royalty patronizing the place it would be too grand, and decided to do something about it.

One of his solutions has been to offer a package weekend that 120 people have taken advantage of since its inception in January. For SR200 a head, one arrives on a Thursday afternoon for an overnight stay and a program of shopping in the Taif suq and sightseeing to the Ottoman ruins at Sbaia.

The price includes dinner on Thursday and breakfast and a buffet lunch on Friday, with, Marcopoli emphasizes, no extra charges if you want to leave the hotel late on Friday.

He also plans to exploit the market of large Western companies in the Taif and Jeddah area by establishing company evenings-social events.

Already there is a monthly businessmen's lunch and a complementary women's poolside lunch, where guest speakers from the government talk about Saudi Arabia or from companies will talk about their firm's activities.

He has asked the Ministry of Information to send a representative to discuss Ramadan, the Pilgrimage and Saudi customs and attitudes sometime in July.

The hotel has already been used for conferences by Bell Canada; the ministries of the interior, education and health and for seminars by Saudia and the Ministry of Pet-

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مكتبة لاجل

Spain's airline hopes boost Saudi sales

By Farouk Laqman

A handful of the 40 million Saudis who visited Spain last year, but with the establishment of direct flights to Jeddah by Iberia many are expected.

Iberia's office has opened in Kandara, and the airline is selling tickets. Sheikh Bin Laden, who has just named general sales agent, is said to be of good business.

No Arab, though, could forget the monuments of Islamic civilization left by 800 years of Arab domination in the Iberian Peninsula. "We preserve our Arab monuments better than many Arab countries do theirs," says Herrero.

Iberia, established in 1927, celebrated its 50th anniversary two years ago. It has a fleet of 87 jets, making it one of the largest airlines in the world, 22,000 employees and a network of routes that serves 93 cities in 52 countries. In Spain it serves 28 cities.

Loja and Santa Fe, visiting the Alhambra, the Generalife Gardens and the gypsy quarter of Albaicin. The last two days are spent in Madrid.

It is, according to Herrero, "a very good bargain any way you look at it, not forgetting that we also take you there and bring you back."

But one has a choice. Iberia operates a joint venture with Mundi Color, a well-established Madrid tour company. A list of choices is at the Iberia office.

Both Bin Laden and Herrero are optimistic about the prospects for Saudi tourism to Spain. Herrero says that the most expensive hotel will not cost more than SR200 a night, with four-star places at some SR175. Students can sleep the night for as little as SR20.

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السياحة



Pedro Herrero, Iberia's manager for Saudi Arabia

British businessman arrested in Baghdad

LONDON, July 24 (R) — A British businessman, John Smith, has been detained in Baghdad by the Iraqi authorities, the Foreign Office said Monday.

Smith, managing director of Hestair Dennis Limited, which specializes in commercial vehicles, was arrested on July 12. So far the embassy in Baghdad has not been given consular access to him or told the reason for his detention, the Foreign Office said.

The firm, which is based in Guilford, near London, said Monday, "Mr. Smith was on a normal visit to the country following the recent improvement in trading relations with the United Kingdom. Hestair Limited have no current uncompleted contracts in Iraq."

The Foreign Office said that it expressed concern to the Iraqi Embassy in London on July 19 about the lack of response to British enquiries about Smith.

Anglo-Iraqi relations have showed improvement following Foreign Secretary Lord Carrington's visit to Baghdad for talks with Iraqi ministers early this month.

On July 19 Britain also reiterated its concern to Iraq about the continued detention of Christopher Sparkes, a British businessman, sentenced to life imprisonment for alleged economic espionage.

The British representations were made by Foreign Office Minister of State Douglas Hurd when he summoned the Iraqi Ambassador Hisham Ibrahim Al-Shawi.

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U.S. plans to bring home Americans in Afghanistan

WASHINGTON, July 24 (AP) — The United States has decided to evacuate the families of embassy staff from Kabul, the State Department said Monday. Spokesman Hodding Carter said withdrawal is a precautionary measure that will take place over the next few weeks, using commercial airlines. About 100 people will leave, and 48 will remain.

Envoy Slain

Carter cited no specific threat against Americans in Afghanistan. He said there have been numerous instances of violence and guerrilla activity there in recent months. The American ambassador, Adolph Dubs, was kidnapped by guerrillas and shot when police tried to free him in

February.

Recently, department officials said, the State Department has protested to the government in Afghanistan about human rights violations as the government tries to suppress guerrilla uprisings against it.

3,000 Killed

The Department believes that as many as 3,000 people have been executed recently as part of a crackdown against the rebels.

The United States has refused to replace Dubs or to authorize new foreign aid for Afghanistan. It has voted against loans to Afghanistan in international monetary institutions. "But there is little direct influence we can bring to bear," one official said.

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'Dwarfs and giants'

Senate committee attacks SALT as danger to U.S.

WASHINGTON, July 24 (AP) — Members of the Senate Armed Services Committee bitterly attacked the new Strategic Arms Limitation Treaty (SALT II) Tuesday, complaining that it would leave the United States militarily inferior to the Soviet Union.

Sen. Henry Jackson (D-Washington) said the treaty provision requiring equal numbers of missile launchers was meaningless.

Because the Soviet Union was allowed much bigger missiles, he said, it was like comparing "a team of giants and a team of dwarfs."

Tuesday's first hearing on the treaty by the hawkish Armed Services Committee followed two weeks of hearings by the Foreign Relations Committee, a majority

of which appears to favor the pact. Defense Secretary Harold Brown contested the description of the treaty as unequal, saying that "if the dwarfs are just as strong and able and agile as the giants then it's not an unequal situation."

Secretary of State Cyrus Vance also defended the treaty in an address to the Urban League, a mainly black civil rights group. He spoke Monday night.

The treaty limits the United States and the Soviet Union to 2,250 strategic missiles by the end of 1981, divided between land-based intercontinental missiles, submarines and heavy aircraft. The Soviet Union is allowed to keep its 308 SS-18 missiles which are far heavier than anything U.S. has.

Sen. Jackson said the man in the street was asking: "Why do you allow them more than we are allowed to have in order to defend our country?"

Brown said a limit on the number of warheads that could be fitted to a single missile ensured that the new MX missile being developed by the United States was equivalent to the SS-18 and added, "I would not trade an MX missile for an SS-18 missile."

The committee's leading republican, Sen. John Tower of Texas said the treaty, signed by Presidents Brezhnev and Carter last month, appeared to be grossly unequal, adding it might presage the emergence of Soviet nuclear superiority in the early 1980s.

Brown told the panel on Monday that important concessions made by the Soviet Union during SALT II negotiations would be imperiled if the Senate insists on changing the treaty.

Brown said Russia had conceded to the United States on issues such as missile launchers and warhead ceilings, exclusion of British nuclear forces from the pact and the range of air-borne cruise missiles.

"In short, each of these Soviet concessions was important to us," Brown said. "Taken together they are far more important than the backfire issue or the heavy missile issue."

Sen. Barry Goldwater, (R-Arizona) said the backfire "may be the no. 1 and first stumbling block of the SALT treaty" and urged Brown to reconsider the

administration's position.

Goldwater said, however, that his earlier concerns about Soviet cheating on the treaty's terms have eased.

"I was concerned about verification," Goldwater said. "I have had that somewhat overcome" during closed-door hearings on the verification issue by the Senate Intelligence Committee.

Brown also defended the treaty against charges by Jackson that it failed to meet standards set by the Senate in 1972 as it debated the first U.S.-Soviet arms limitation pact.

Jackson said "This treaty is unequal in a number of respects."

The defense secretary said the Soviets will have some military advantages under the SALT II treaty but argued that the United States will have an edge in other areas.



Harold Brown



Cyrus Vance

Major expansion plans

Jeddah's Kurban Travel booms

By A Staff Reporter

Kurban Travel Service only set up shop in Jeddah in 1976, but its growth has proved so rapid that the company now puts its monthly turnover at an average SR3.7 million.

Not only that, but according to Georges Khoury, the company's sales office manager, this year's growth could be something of the order of 20 per cent.

Expansion is on the way, too. Apart from the Jeddah office, the company has a branch in Yanbu open now. An office in Riyadh, at the moment having the finishing touches put on its decoration, is to open in two months. After that a branch in Dhahran is to be established.

The Jeddah office has some 360 individual and company accounts, handled by around 20 staff. A further 18 people are employed by the firm.

Khoury says that some 60 per cent of his customers are Saudis, with the rest made up of a hodge-podge of nationalities in which the French, English, Dutch and West Germans are the most prominent. Most people tend to buy holidays in Europe, for which Khoury and his men will book flights,

hotels and make reservations on tours. At the moment, too, he is arranging courses in England to learn English.

They are residential courses, in collaboration the Regent School of English, with students tending to live in English universities while attending classes. Khoury will book courses for any period from two weeks on.

Excluding the flight to London, a two week course costs an inclusive approximate SR1,900, a month some SR3,000, with extended stays rising in cost in proportion. That covers accommodation, food and lessons, as well as two full days of touring. Usually 150 or 200 people take the courses from Jeddah through Kurban.

The courses offered cover all levels of English tuition and all age groups from eight years old. Most, however, concentrate on the 16 upward age range, giving between 15 and 25 hours of school per week. The courses, held in schools and universities ranging from Christ Church, Oxford (which only takes those on intermediate and advanced courses) through Bath to the City University in the middle of London, there are

Craxi proposes plan for Italy government

ROME, July 24 (AP) — Socialist Premier-designate Bettino Craxi proposed a government of five centrist parties Monday to end Italy's six-month-old political crisis.

A broadly based government would assure the nation a period of stability to push for reforms and promote national unity," said Craxi in a 24-page document submitted to the parties as a basis for negotiations.

However, Craxi's program appeared to fall short of tough conditions sought by the dominant Christian Democrats in return for agreeing to serve under the first Socialist ever asked to head an Italian government.

The Christian Democrats, who won 38 per cent of the vote in inconclusive parliamentary elections last month, are demanding that Craxi disavow any intention of joining with the Communists in a "leftwing alternative" government, refuse Communist votes in parliament and pull out regional and local governments ruled by

the Socialist and Communist parties together.

Skirting the issue, Craxi said the Communists, who polled 30 per cent of the vote in the June elections, had agreed to what he called.

A "truce opposition" and hinted at the possibility of occasional parliamentary cooperation with the proposed coalition.

The Christian Democrats should be able to play the decisive role expected of the party of the relative majority," Craxi said.

The Christian Democrats also pressed Craxi to adopt a tough law and order program and take a strong stance against labor unions.

The 45-year-old Socialist leader listed the law and order issue as the No. 1 priority of the new government program, but refused to pursue policies that might strain the Socialists' ties with the unions.

Besides the Socialists and the

Christian Democrats, the parties being asked to join coalition are the Social Democrats, the Republicans and the Liberals. Their combined strength represents 56.8 per cent in the Chamber of Deputies.

President Sandro Pertini, himself a Socialist, chose Craxi after Christian Democrat Giulio Andreotti failed to put together a coalition because of Craxi's refusal to join Andreotti's cabinet.

The impasse began when the Communists withdrew their support of Andreotti's all Christian Democrat government in January, forcing new elections. But none of the major parties won a majority. Craxi's Socialists received 18 per cent of the votes.

Doomed Craxi's document, titled "The Way out of the Crisis," was given to other party leaders after a weekend of deliberations, but it appeared unlikely to succeed.

The Christian Democrats, who

have so far snubbed Craxi's offer during his two weeks as premier-designate, were to meet Tuesday to give their verdict.

But political sources said looked set to stick Craxi's become Italy's Socialist premier.

The plan assures a majority for the leading Christian Democrat in an alliance with the third-placed Socialists and three small cent parties.

Interimsence Christian Democrat Secretary Benigno Zaccagnini remains leading opponent of Craxi's initiative, the source said.

His intransigence has so support among party activists recent days. They have shown party headquarters with telegrams demanding to know why the country's biggest party cannot a manually command the presidency.

The Communists, second in 30-4 per cent, are not included in the coalition plans and are committed to the opposition.

U.S. 7th Fleet to help search for boat people

WASHINGTON, July 24 (AP) — The Navy has alerted all of its 7th Fleet ships and planes operating in the South China Sea "to be particularly alert to refugees and to render all possible assistance for vessels in distress," the Pentagon said Monday night.

After days of internal discussions about how far to go in helping the Vietnamese boat people, the Carter administration apparently has decided to permit the Navy to take more than routine action to help.

Lt. Commander Gordon Peterson, a Defense Department spokesman, said in response to questions that:

— Long-range patrol planes from the 7th Fleet "are flying daily missions in the South China Sea to locate and seek for refugees in distress."

— Navy ships and planes which are scheduled to operate in the South China Sea "are being ordered to alter their routes, as feasible, into the areas where refugees are likely to be located and to spend the maximum time in those areas while still meeting operational requirements."

Earlier in the day, administration officials said a U.S. delegation would go to Vietnam within weeks to assist in the resettlement of refugees.

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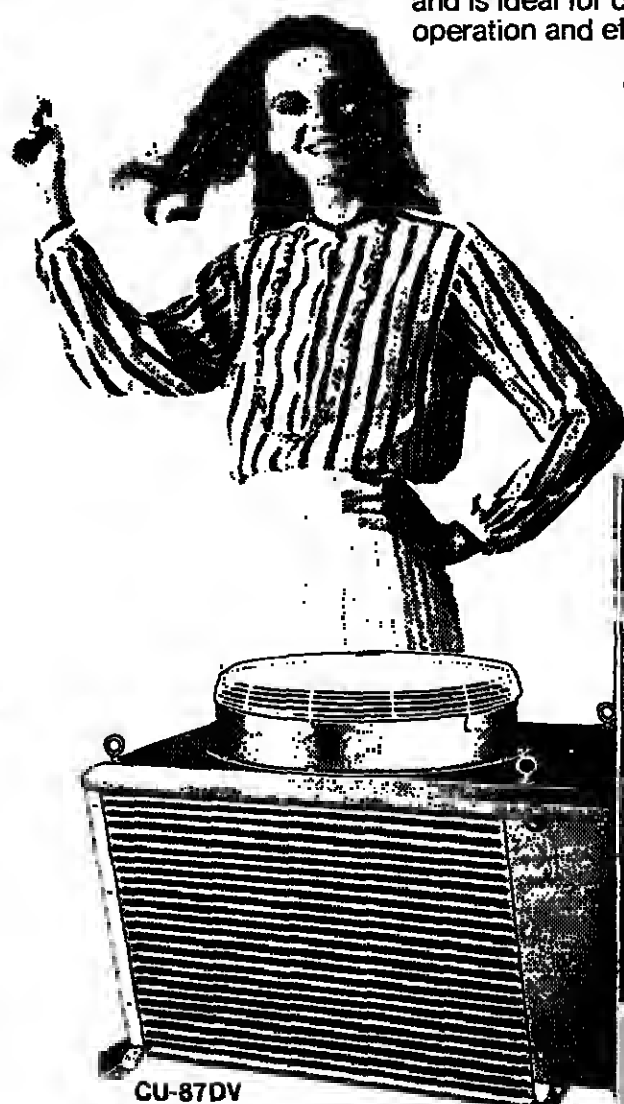


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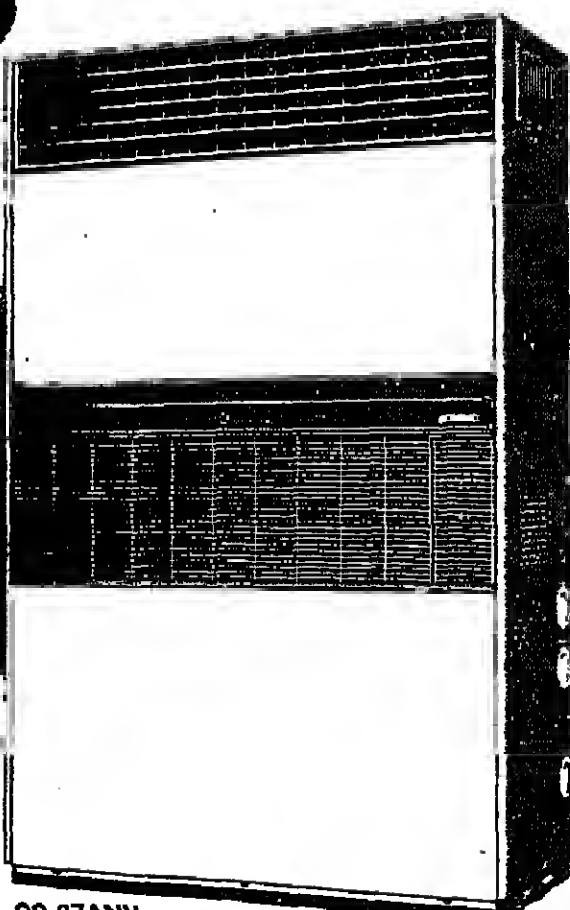
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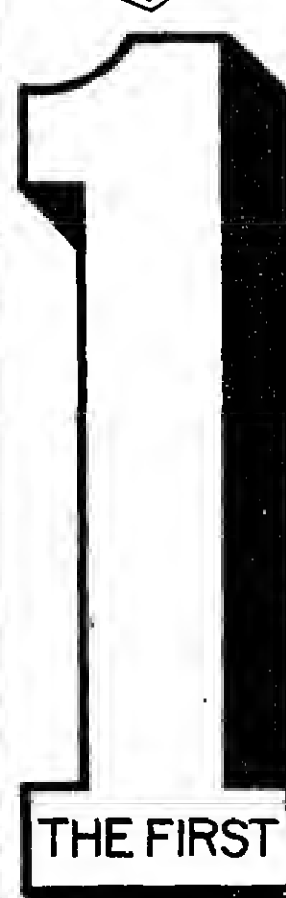


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مكتبة

And how his wife was saved A tale the Shammar tribes tell of the sportsman and the oryx

By Elias Haddad

They still tell the story in the Shammar tribes, of how a hundred years ago near Haifa a man saved his brother from death on the horns of an oryx.

The wild oryx, a gazelle-like animal, is rarely found nowadays outside the few herds in national parks.

The story tells of how a man from the Beni Shammar in Buraidah set off on his horse for a few days hunting in the desert. He told his wife he would be back in four days; if not she should raise the alarm.

On the morning of the fourth day his brother, who had been on a journey to Haifa, came to find the man. His wife told him he would be back at noon.

But noon came, and there was no sign of him. At sunset, the worried man took some food and water and rode out into the dusk in search of his brother.

He got to the place his brother had told him he would be. It was unmistakable, but the herds of grazing oryx were undisturbed.

In the dawn light, though, the searcher caught sight of a hide in the distance, carefully constructed of brushwood. He rode up to it, and found a gun, a powder-horn and a dagger he recognized as

belonging to his brother. He examined the hide, and as the light grew he was horrified to see a thin trail of fresh blood leading away. A long trail of blood were the marks of the hooves of an oryx.

He anxiously followed the streak of blood, and was heartened to see his brother's horse tethered in a depression a little way off. He went on, and some distance from the hide he saw a herd of oryx grazing. Still tracing the line of blood, he crept closer.

To his astonishment one of the oryx had on its back a shape like a body. He crept closer still.

It was his brother, impaled by the horns on the long sharp horns of the oryx. He was lying along the animal's back, his head hanging over its tail and his arms dangling on either side of its belly. Luckily, he was just alive, although he had lost a lot of blood.

But the man did not dare shoot the animal lest he hit his brother. He thought carefully.

He crept silently in a wide circle to another depression, where, hidden from view and downwind, he picked out a patch of grass that would attract the oryx. He stuck two daggers, their handles upright, in the soil, and hid.

Sure enough the oryx came to graze at that very spot. Lying hidden, the man quietly signalled to

his wounded brother to look for the daggers.

The wounded man looked around weakly. But his eyes flickered with hope, and he caught hold of one of the daggers.

He plunged it into the animal's heart. It fell, and the rescuer, like lightning, fired a final bullet into the beast.

He bandaged his brother as best he could, tied him to one of the horses and the oryx to the other, and rode home.

The man lay sick for many months, but as he slowly recovered he told his story of what had happened. He told how he had seen the large herd of oryx, how he had carefully made his hide and how he had waited long hours to fire his old muzzle-loader at the biggest of the herd.

So sure was he that he had killed it that he ran from the hide to get the body. But the animal was only wounded, and at that same instant it was charging at the hide, unable to see but sensing where the shot had come from.

Charging with its head down, the oryx drove its horns through the man and carried him away. Although in agony, he knew he could not drop off its back lest he be trampled to death.

HRP Dickson, telling the tale in "The Arab of the Desert," says it is true. So do the Shammar tribes.



Joe Nickro

Connors, McEnroe win as Riviera tennis opens

FREJUS, France, July 24 (AP) — An all-star series of exhibition tennis matches carrying \$ 75,000 prize money opened in this Riviera town Monday night with victories for John McEnroe and Jimmy Connors over Ilie Nastase and Guillermo Vilas.

The series will be decided on points at the end of the games late this week after matches here, in Aix-en-Provence and Cap d'Agde. The winner will take \$ 30,000, the second \$ 20,000, the third \$ 15,000 and the fourth \$ 10,000.

Nastase opened the series against McEnroe Monday night on an artificial court in a bullring where there was a corridor the night before.

Nastase won the first set 6-4, scoring a series of aces and returning well to break the American's service in the fourth game.

But McEnroe got into his rhythm in the second set and Nastase slowed. McEnroe took the next two sets easily, 6-2, 6-1.

McEnroe was to meet Connors Tuesday night. Asked before the match if he thought McEnroe would be his successor in the tennis world, Connors replied: "Yes, surely — when I retire."

Connors had a tougher ride against Vilas, taking the first set 6-4 but going to a 7-4 tie-breaker to take the second 7-6.

Kentucky

LOUISVILLE, Kentucky, July 24 (AP) — Top-seeded Harold Solomon of the United States shook off a brief challenge by Puerto Rican Francisco Gonzalez to post a 6-2, 6-4 victory Monday

Niekro brothers both blast Major Leagues

NEW YORK, July 24 (AP) — Brothers Joe and Phil Niekro each posted their 14th victories, tops in the Major Leagues, in Monday night's baseball action.

Niekro, 14-5, became the Majors' first 14-game winner with a six-hitter as the Houston Astros edged the St. Louis Cardinals 3-2 with the help of Jeff Leonard's tie-breaking fly in the fifth inning.

Later in the evening, Phil Niekro, 14-11, hurled a two-hitter as the Atlanta Braves posted an

8-0 victory Pittsburgh and halted the Pirates' nine-game winning streak in the second game of a two-night doubleheader.

The Pirates, also dealt their last loss by Niekro took the opener 7-1 behind the fourth-hit pitching of Bert Blyleven and four RBI by Tim Lincecum.

The Pirates' nine-game winning streak had been the longest in the National League this season.

In other NL action, the Chicago Cubs gained two victories by beating the Cincinnati Reds 9-8 in 18 innings in the completion of a suspended game, then coming back with a 2-1 triumph in the regularly-scheduled game at Wrigley Field.

In the completion of the sus-

pended game from May 10, the Cubs won on Steve Ontiveros' RBI single in the 18th. Dave Kingman's two-run homer in the bottom of the ninth lifted the Cubs to victory in the regularly-scheduled game.

In American League action, Joe Rudi's third grand slam of the season capped a six-run first inning as the California Angels routed the Boston Red Sox 9-2 behind Dave Frost's four-hit pitching. George Brett hammered a double and two RBI singles as the Kansas City Royals defeated the slumping Texas Rangers 5-4.

Pat Kelly's bases-loaded pinch homer in the eighth inning and Tippy Martinez, near-perfect relief innings led the Baltimore

Orioles to a 7-4 victory over the Oakland A's.

Chris Chambliss drove in two runs with his 100th career homer and a sacrifice fly and Jim Spencer slammed a two-run blast as the New York Yankees defeated the Seattle Mariners 6-2.

Duane Kuiper singled home the tying and winning runs and Sid Munge pitched three innings of scoreless relief as Cleveland beat Milwaukee 5-4, snapping the Brewers' 10-game winning streak in Dave Garcia's debut as the Indians' interim manager.

Bombo Rivera scored on a wild pitch by Toronto reliever Mark Lemongello in the bottom of the ninth inning to give the Minnesota Twins a 7-6 victory over the Blue Jays.

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Exploding the myths: How the West views the Arabs

Following are excerpts from a speech delivered by Minister of Industry and Electricity Dr. Ghazi Algosaihi in Los Angeles early this month.

By Dr. Ghazi Algosaihi

I propose to talk about the new Arab world. Not as conceived by absent-minded professors in dusty libraries; not as romanticized by diehard imperialists bemoaning the passing of the good old days; not as visualized by business types sensitive only to profits and profits; not as misrepresented by an efficient, hostile propaganda machine; not as glorified, but as this Arab sees it. I make no boasts; but I offer no apologies.

The new Arab world is not a simple phenomenon that could be compressed and taught in a crash course. It is not to be found in intelligence reports. It is not to be found in the editorials of modern-day oracles. It is most certainly not to be found in how-to-do-business-in-Arabia pamphlets. It is represented by tycoons and commission agents. It is not, alas, composed of oil sheiks. The new Arab world is a most complex phenomenon created by one hundred million Arabs, proud by heritage, humbled by underdevelopment, weak through disunity, individualistic by temperament, each one of them carrying the same daily concerns as the man in downtown Burbank or the man in the rice paddies of China. This is perhaps the single most important reality about the Arabs.

The new Arab world is not war-crazed, but neither is it after peace at any price. The only meaningful, acceptable and durable peace is a just peace; any other is humiliation by a different name and does not smell any sweeter. While Hitler dominated Europe, peace with Germany was out of the question. While Japan was conquering the Far East, peace was not a popular word in America. Those who advocated peace in the those days were not called peacemakers and given prizes. They were called traitors. Sometimes they were shot by terrorists who in those days were called the resistance. Why should the situation in the Arab world be any different? Why are you shocked when Arabs react to the arrogant, illegal occupation of their land as any other self-respecting nation would react?

Nobel prizes notwithstanding, what you now witness in the Arab world is not genuine peace but an ominous, pregnant truce. As long as Israel remains in possession of Arab lands, as long as the Palestinians remain dispossessed and homeless, the angel of peace will not visit our shores. The heart of the problem is not Sinai, which has been occupied, returned and re-occupied before; it was, is, and will remain the Palestinians.

As a result of relentless brain-washing, the word "Palestinians" evokes images of bombs and terrorists in many Americans' minds. To the Arabs and to the vast majority of mankind, the word has a different meaning. Palestinians are the people who inhabited Palestine for the last two thousand years without interruption and who know no other home. Palestinians are the people who were forcibly driven from their homes, making Palestine a land without people ready for a people without land. Palestinians are three million human beings scattered all over the world without a flag, without a homeland, without an identity. Some Palestinians live in refugee camps, and it is their children who occasionally get burnt to death in air-raids. Israel's "civilized" answer to guerrilla raids. No amount of distortion, double-talk or propaganda can change these facts.

Let us face the Middle East issue without hypocritical double standards. Human life is sacred — all human life: Israeli and Palestinian. Security is essential for all parties — Israelis as well as Palestinians. Those who believe that an Israeli state is a wonderful thing but a Palestinian state is a terrible thing are by definition racists. Anti-Semitism works in many directions, and there are more Arab than Jewish Semites. The holocaust was the horrible culmination of racism in Europe. Let us try to avoid a new holocaust in the Arab world. Nobody should feel less troubled because the victims this time are Jews and Arabs.

Let us be consistent in facing the question of terrorism. Terrorism, we all agree, is indefensible. Terrorism should not become acceptable when performed, efficiently and dazzlingly, by a modern militaristic state. How can we condemn the terrorists of today and in the same breath hail the terrorists of yesterday? The Palestinians have been the victims of deliberate acts of terrorism on a massive scale. Is it surprising that some of them find violence the only appropriate answer? Violence in the Arab world shall not stop with the signature of papers. It shall disappear when the injustice is ended.

No 'White Elephants'

The new Arab world is determined to develop economically. Draw no false conclusions from Iran. The revolution in Iran was not the result of development. In my view, it was, to a significant extent, the result of impatience with the unfulfilled promises and limited scope of development. Let me hasten to add that by development I don't mean grandiose schemes described by Westerners publicly as "ambitious projects" and privately as "white elephants." I mean more schools, more hospitals, better public services and the eradication of illiteracy and poverty. Nobody in the Arab world has second thoughts about this kind of development.

Second thoughts, however, are rife about the negative aspects of fast development. There is a grim determination to keep inflation within reasonable bounds. As you all know, determination is not enough to exorcise this most evil of demons, but at least there is a growing awareness of its danger. There is dissatisfaction with the extravagant specifications of some projects and with the practice of overcharging on others. There is popular dissatisfaction with corruption, both the local variety and the more sophisticated varieties introduced with the advent of Western companies.

The desire to develop is genuine, but the euphoria has completely evaporated. No responsible official in the Arab world believes today that you can make a problem disappear by throwing money at it. Nobody has illusions about a utopia around the corner. A more realistic appreciation of the problems and challenges of development is evident everywhere. The years ahead shall witness the caravan of development crossing Arabian sands; it is a caravan of lean camels, not a fleet of magic carpets.

Our Own Culture

The new Arab world is more assertive and culturally conscious than at any time in recent decades. This is not the result of Xenophobia, chauvinism or fanaticism. It is simply the increasing awareness that Arabs are Arabs and not primitive Europeans or retarded Americans. All efforts to replace Islam with Western-type systems of thought and action have failed. Institutions and constitutions copied



"I agree the U.S. should pay war reparations... to the boat people."

from the West have withered and died — rejected as foreign transplanted tissue. Iran was the last, but not the first, example.

It is time to stop the frivolous attitude of explaining Islam in terms of women without souls, barens and barbaric punishments. Most of these punishments are biblical anyway. It is amusing to see biblical punishments ridiculed as savage, while vague biblical promises are presented as divine truths and title deeds for countries in the 20th Century.

Islam has been around for 14 centuries now. Over a long period of history, the Islamic civilization represented the highest human achievements in science, literature and philosophy. Islam was the channel through which the Greek heritage was transmitted to Europe, making possible the renaissance and your present-day civilization. The revival of Islam is not to be feared or opposed. As Muslims find their true identities, they will be much easier to understand, accept and deal with.

Anti-Arab Anti-Semitism

The new Arab world strongly resents the cultural imperialism it perceives in Western attitudes. Perhaps you are not aware of this imperialism, and most certainly not of its extent. Some of my Jewish friends tell me that you have to be Jewish to be fully sensitized to all the manifestations of anti-Semitism. I tell you that you have to be an Arab to be aware of the full impact of anti-Arab anti-Semitism. In novels, films and television programs, Arabs are inevitably stupid, evil and lazy. When an Arab buys a property in America it is a minor scandal; when a non-Arab buys the same property it is a sound investment. When an American acquires an expensive painting he is considered cultured and refined; when an Arab does the same he is decadent or crazy. Learned journalists write lengthy books heaping scorn upon the Arabs because they miss the comforts of Los Angeles in Riyadh; they are out-raged and indignant because Gloria Steinem is not a household word in Doha. In cartoons, foreign nations are represented by their leaders, while Arabs are represented by monsters that would put Frankenstein to shame. I really think it is time for the anti-defamation league to extend its activities to cover the defamation of Arabs. Jews and Arabs are cousins after all.

The new Arab world is interdependent with America. Please allow me to put the matter in blunt terms. The subject is too important for shyness. Your industrial way of life for the coming decades will collapse without Arab oil. The independence of the Arab countries in the face of expanding communism cannot be maintained without your strength and resolve. No interdependence could be more complete.

The implications of interdependence are difficult to accept: Difficult for a small power and even more difficult for a superpower. The temptation is always there for a superpower to end the dependence by sending the Marines to get the oil; there are some among you who advocate this course.

The temptation is always present for a small power to play David and Goliath; there are those among us who advocate this course. We should all be grateful that wiser counsel has prevailed on both sides.

Let us pray that reason shall always triumph. Adventurism spells disaster on an unprecedented and unimaginable scale.

What We Expect

Yet interdependence need not be a traumatic and terrifying experience. By understanding each other, by appreciating each other's vital interests and concerns, interdependence could be a positive, rewarding relationship. I shall not presume to speak in the name of Americans. But I will tell you what Arabs expect from America.

In the field of politics, Arabs have a single request: bring justice to the Middle East. America cannot shirk this responsibility and remain true to the ideals which inspired its greatness. We are not saying to you: "Do this, or else!" We are saying that, without a just peace, the instability which has plagued the area for the last three decades shall continue to plague it in the coming decades. Instability produces wars with unpredictable and uncontrollable results, damaging to our interests as well as yours. This is no blackmail; this is sound, friendly advice.

Don't Blame OPEC

In the field of economics, Arabs expect America to realize that the energy crisis is a dangerous, grim reality that cannot be politicized away. Attacking oil companies will not produce more oil. Blaming OPEC is an exercise in frustrated futility. If OPEC were to disappear tomorrow the energy crisis would still be there baring its ugly face. History might one day record that had oil remained at the old artificially low prices, the world would have encountered disaster. There is no guarantee, of course, that disaster has been averted. We should not believe the prophets of doom and gloom, but we should not surrender to the baseless assurances of the naive preaching the dangerous to the ignorant.

Raising the level of oil production in Arabia is not a real solution. At best, it will provide a short respite. At worst, it will create a false sense of security, thereby compounding the dilemma. We can accommodate the needs of the world up to a point but no further. As an Arab proverb puts it, "If your friend turns into honey, don't eat all the honey." Oil, after all, is our only resource; it is not a renewable resource; and it belongs equally to our children and to their children. The solution to the energy crisis is not in platitudes, recriminations or threats. It is active conservation, active exploration and active development of alternative resources.

The new realities which I have sought to raise with you span the gamut from great efforts and wonderful hopes to great dangers and horrible tragedies. These hopes and dangers are not limited to the Arab world but encircle the entire international community and certainly the two superpowers. The constructive response to all that is happening is to get on with our development programs and to create a fair, comprehensive settlements of the Arab-Israeli conflict. That is the challenge confronting those of us who live in the region. And I respectfully must say to you, it is one of the two or three primary challenges confronting America. — (Washington Star)

LETHAL

American protests against the relentless Israeli bombing of Lebanon ring hollow, whether "made in strongly-worded protest notes," or not, for Israel has been using American aircraft to devastate the country and liquidate the Palestinians for over three years now.

Thousands of people must have died or been wounded in these brutal raids with some of the latest and most lethal aircraft and rockets produced by the United States. The southern region of that once beautiful country has been depopulated as hundreds of homes and farms are laid waste. What can strongly-worded protests do to stop the carnage if they are not backed up by action to make Israel think twice before sending its rockets to kill more people?

So far we have not heard any voices in the United States propose a halt to arms deliveries to Israel because of this violation of a so-called agreement only to use American weapons in self-defense.

The argument was used tellingly against Turkey when it invaded Cyprus to prevent a possible massacre of Turkish Cypriots when the Greek colonels engineered a coup by a nondescript ex-assassin to overthrow Archbishop Makarios.

At the time, Turkey was one of the staunchest friends of the United States, forming part of its eastern defense against the Soviet Union and allowing the Americans scores of bases to spy on the Soviet Union.

Just as the American government was condemning in "the strongest possible terms" the latest raids on Lebanon, the Israeli ambassador in Washington was reaffirming with an unabashed arrogance his government's intention to carry on the attacks — with American aircraft and rockets.

He was obviously emboldened by the recent American abstention from voting against Israeli settlements in the occupied Arab lands — another American rebuff to the Arabs.

Such raids and such American inaction, deliberate or otherwise, are bound to strengthen those who opposed the Camp David agreements and make hollow American protestations of concern for a just peace in the Middle East. If this onslaught on Lebanon is taking place after Camp David, what good can be expected from it?

The road to a negotiated peace has been made longer and more arduous. Even those who had only the slightest hope that there might be way out of the impasse through some kind of a peaceful formula will have had those hopes blighted.

A firm hand on Malaysia's tiller

By Thuan Myne

KUALA LUMPUR —

Three years after he became premier amid strong doubts about his ability to survive, Datuk Hussein Onn has confirmed his unchallenged leadership of the Malaysian Federation.

A firm endorsement of his political leadership came last week when the United Malays National Organization (UMNO), dominant partner in the ruling coalition, gave unanimous support to his policies at the end of a three-day congress.

Datuk Hussein, a soft-spoken, 56-year-old London-trained lawyer, faced no serious challenge to his government's controversial national education and economic policies and its stand on the politically-explosive Indochina refugees issue.

Even the party's powerful youth wing, a pressure group within UMNO, came out in full support of Datuk Hussein, who reminded the congress that he would not hesitate to "reach out and claw" in asserting his leadership.

The annual UMNO congress allows the delegates, representing the majority Malay race, free rein to criticize government leaders and policies. But this time few verbal fireworks were directed against the leadership.

In his policy speech opening the congress, Datuk Hussein deftly dealt with the issue of Vietnamese "boat people" whose influx has left more than 75,000 refugees crowded into camps on the Malaysian east coast where the mainly Muslim Malays strongly resent them.

Malaysia, with a population of 13 million, has a delicate racial mix of 55 per cent Malays and 35 per

cent Chinese. The arrival of the refugees, mostly ethnic Chinese, is looked upon as a dangerous intrusion which may tip the balance against the Malays.

Datuk Hussein reassured the 1,500 delegates at the party congress that the government's policy, put into force last month, to turn back to sea all newcomers from Vietnam, was a warning to the refugees as well as notice to Western countries to absorb refugees immediately.

Home (Interior) Minister Tan Sri Ghazali Shafie also told the gathering that not a single refugee reached Malaysia in the first week of July compared to more than 5,700 who landed in the last three weeks of June.

Everyone, even the restless UMNO youth, appeared convinced that the government was doing all it could to solve the refugee problem. And the UMNO general assembly passed a resolution fully supporting the government measures to stem the refugee tide.

The government also won support for its education policy despite the continuing feeling among the Malays that they are still far behind the Chinese.

At the end of the party congress, it was clear that Datuk Hussein had finally laid the political ghost of former Selangor State Chief Minister and UMNO youth leader Datuk Harun Idris, now serving a six year jail term for corruption and bank fraud.

Before Datuk Hussein stripped him of his party and government posts and expelled him from UMNO in March, 1976, for divisive activities, Datuk Harun was openly aiming for the posts of prime minister and UMNO president. — (R)

saudi press review

The continuous Israeli air attacks on Lebanon and the killing of Palestinians and Lebanese civilians were the main front page news in most newspapers Tuesday.

The papers also featured the PLO's announced readiness to talk to the United States about a peaceful settlement in the region. Yasser Arafat was quoted as saying that the United States will not agree to the talks unless the PLO became too strong to ignore any more.

The newspapers published a press release by the Ministry of the Interior detailing the names of firms found guilty of fraudulent conduct regarding the hiring of expatriate workers.

Condemning the latest round of Israeli air attacks on civilians in southern Lebanon, Al-Medina took the big powers to task for condoning such "barbarity".

The attacks reflect total Israeli disdain for international public opinion and the resolutions of the United Nations. Besides, Israel depends on the superpowers to provide the necessary protection which tempts it to flout the rest of the world and despise the Security Council resolutions.

"If there is anything to learn from all this," the paper said "it is that the superpowers are encouraging Israel to commit such crimes against the Arabs. If they will only stand firmly against these attacks, Israel might rethink its policies and realize that it would no longer be paid for its crimes as it is happening at present, with gifts of arms, money and manpower."

Okaz said that the "reaffirmation by the leaders of the West Bank that they want a Palestinian state under the leadership of the PLO has led Israel to further acts of hysterical retaliation against the Palestinian people. So it launched more and savage attacks in an attempt to liquidate the Palestinians in southern Lebanon. But Israel should realize that such raids are counter-productive and that the more cruel they are, the more determined the Palestinians will be in combating them and striving for their aspirations."

"The Palestinian problem is becoming increasingly important for the world and this should prompt a real attempt at finding a solution. In this connection Arafat's offer to negotiate with the United States is a positive step in the right direction if the American administration is really interested in contributing to a genuine peace. The ball is in the American court now and they should return the volley."

Al-Jazirah said that the proposed tour of the new secretary general of the Arab League "gives him a chance to study the situation in the Arab world and consult with the Arab leaders about the available solutions of the Arab-Israeli conflict and the Arab viewpoint on the issue. After the visit, his report should form the basis of an agenda for an Arab summit conference. To help achieve this, the secretary general should extend his tour to include other capitals."

"We have earlier called for a summit conference to coincide with the transfer of the Arab League offices from Cairo to Tunisia," the paper said. "This would have been necessary to give the Arab League, in its new era, new powers and responsibilities to enable it to play a more positive role in Arab affairs."

Commenting on the Iranian-Kuwaiti communique after the visit of the Kuwaiti foreign minister to Tehran Al-Bilad said it "stresses the need for greater unity among the Gulf states and such visits enhance the chances of closer cooperation."

"With unity the states concerned will be able to control their destinies and prevent any force from infiltrating the region under any banner or slogan," the paper said. "The responsibility for maintaining security in the region lies squarely with the people," it added.



Saudia brings maintenance home

By a Staff Reporter

At Jeddah's International Airport are two hangars: One larger than the other, is able to accommodate one of Saudia's 10 Lockheed L-1011 Tristars comfortably, the other fits the smaller Boeing 707, 737 and 720s used mostly on the airline's extensive domestic network.

The two hangars are all that is visible to incoming passengers of Saudia's Major Base, where more than 1,000 managers, clerks and technicians are involved in the airline's increasing maintenance operation.

"Bringing maintenance home" is a test of any young airline, and the Jeddah base has needed to grow very fast indeed in order to match the expansion of the Saudia fleet. Another Tristar was added last month, and overall the fleet is expected to double over the next five years.

Over the past 15 years and particularly since the early 1970s, the base has expanded its capacity to carry out checks on the airframes and engines of the whole fleet. It plans to add overhaul — now carried out in a variety of locations abroad — when Jeddah's new airport opens in the mid-1980s.

One day last month, work stopped in the two hangars for a celebration. Workers drifted away from a Tristar — already grounded for three days — in the larger hangar while in the smaller, trestles groaning with sandwiches and soft

drinks were up on the deck around a 737 with its wings open for routine checks.

Major Base personnel, over 60 per cent Saudis but with good proportion of Americans under TWA's management contract and sprinklings of Englishmen, Yemenis, Egyptians and Pakistanis gathered round to hear speeches by Adnan Dabbagh, general manager of the Major Base and TWA officials. Then they fell on the food.

The celebration? Rolls Royce, supplier of the RB-211 engine for the Tristar, had found that fans in its engines were technically faulty and could shatter without warning. With 10 aircraft powered by the RB-211, Saudia faced a catastrophic disruption of schedule.

But in the months of April and May, an engine overhaul team of 30 mechanics from the major base, working under Rolls Royce supervision, at various Saudia destinations, successfully changed the engines without a single hour of flying time lost. They received congratulatory letters from Kamil Sindi, director general of Saudia and from Capt. Mattar, Deputy Director general for operations, and gold mementoes for their efforts.

Engine overhaul is carried out at Rolls Royce facilities in England or on the West Coast or, for Pratt and Whitney engines, outside Paris. The Jeddah base can, however, replace the high pressure module in RB211 engines which allows it to return the Tris-

tars to the air without the need for overhaul facilities. Over 100 module changes have been made so far, according to officials at the Major Base. This is routine procedure after 1600 hours flying.

The Major Base is the core of Saudia's maintenance activity, but in terms of employees it accounts for less than half of Saudia's Technical Services Division. This has over 2,900 persons at work from keeping sales offices clean to replacing seat covers in airliners.



A separate department of technical services, system line services, carries out all engineering and maintenance at centers other than

This is the limit of the Riyadh and Dhahran capability and the next round of 'C' checks, which are generally broken into three

phases over 600 hours of flying, are invariably carried out in Jeddah. These are the bread and butter of the Major Base.

They are generally completed within the length of one eight-hour shift, though they can take up to 24 hours or longer if major problems turn up.

A complete routine 'C' check on a 737 could be completed in the smaller hangar between 6 a.m. and mid-afternoon. The aircraft exterior is first cleaned in heavy

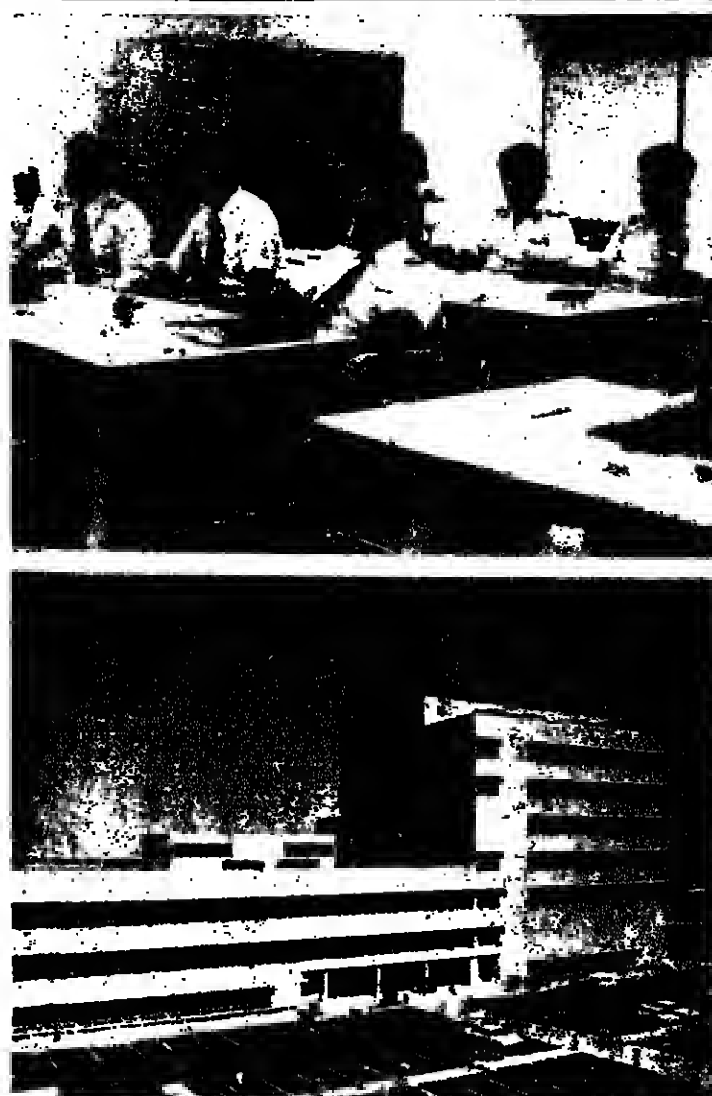
for wear and tear. Random sections of the fuselage or engine casings are opened and examined.

Each team of mechanics fill out cards for the routine checks and also separate cards if non-routine work is required. Inspectors, licensed by the Civil Aviation Department, examine each section before it is sealed up.

After the 'C' series, intensive checks are conducted at intervals up to 18,000 hours when the aircraft undergoes overhaul called the 'mid-check'.

Off the main hangar, are the subsidiary shops for the maintenance and repair of aircraft gear — including the avionics shop, which boasts automatic test equipment for complex navigational aids and the power plant section, which handles minor engine maintenance. According to Kamal Imam, Major Base manager for air services, there was a period when the base handled engine overhaul for the Boeing fleet but the rapid addition of new aircraft has made that impossible now.

Confidence in aircraft maintenance is, naturally enough, crucial for public confidence in an airline. At a time when a United States Congressional sub-committee is hearing evidence that suggests maintenance failure may have been a factor in the DC-10 tragedy in Chicago in May, it is perhaps worth noting that Saudia, despite accidents at Medina and Dhahran, has never had an aircraft fatality.



Saudia employees (above) at the company's newly-opened Training Center in Jeddah

Saudia takes travelers to Asir's cool mountains

By John Close

The Asir is Saudi Arabia's Happy Valley. One almost expects Julie Andrews to come winging over the next hill with a song on her lips.

There is a kind and wise ruler in the person of Prince Khaled Al-Faisal whose nightly mejlis is like a New England town meeting. The roads of Abha, if not those of Khams Mushait, are wide and clean. The dam is high. The flowers are in bloom.

Saudia can take the harried Jeddah traveler to the cool highlands in one hour. The trip should not be missed.

The pace of life is more tranquil in the Asir. It is quiet and cool. From the highest peak, Jebel Sooda, the terraced hillsides stretch north toward Taif and

tumble down to the border with Yemen.

"Can you believe this is in Saudi Arabia?", everyone asks with a hopeful lilt in the voice. If the tourist's smile gradually becomes a bit frozen in response to several such queries the surprise of discovering the meadows, streams and Juniper groves of Saudi Arabia's loveliest province does take time to wear off. Just as one begins to take the beauty and comfort for granted, the hour flight back to the dusty confusion of Jeddah looms ever closer.

The Asir is no longer a secret. Tourists are beginning to explore the province, although even after the Asir National Park is finished Europe and the Far East will most probably continue to bear the brunt of Saudi tourism. Hopes are

high for the future of the area and many citydwellers from the northern and central cities are buying summer houses near the lake.

Saudia is ready, if tourism does boom. There is a spanking new airport in Abha built two years ago by Laing-Wimpey Alireza. Passenger figures averaged about 3,000 a month in 1975. In the first five months of 1979, around 15,000 people came through Abha airport. There has been a dramatic increase every year and the staff of the Abha station sees no reason for it to slow down. In 1975, 50,435 people traveled to Abha. In 1978 over 250,000 have made the trip. The amount of freight increased by 196 per cent in 1978 over the previous year.

Saudia has three offices in the area and expects to open two in

the near future. The station is now organizing the twenty charter flights to Egypt for the Egyptian teachers, who are the backbone of the Abha school system as they are in the country at large.

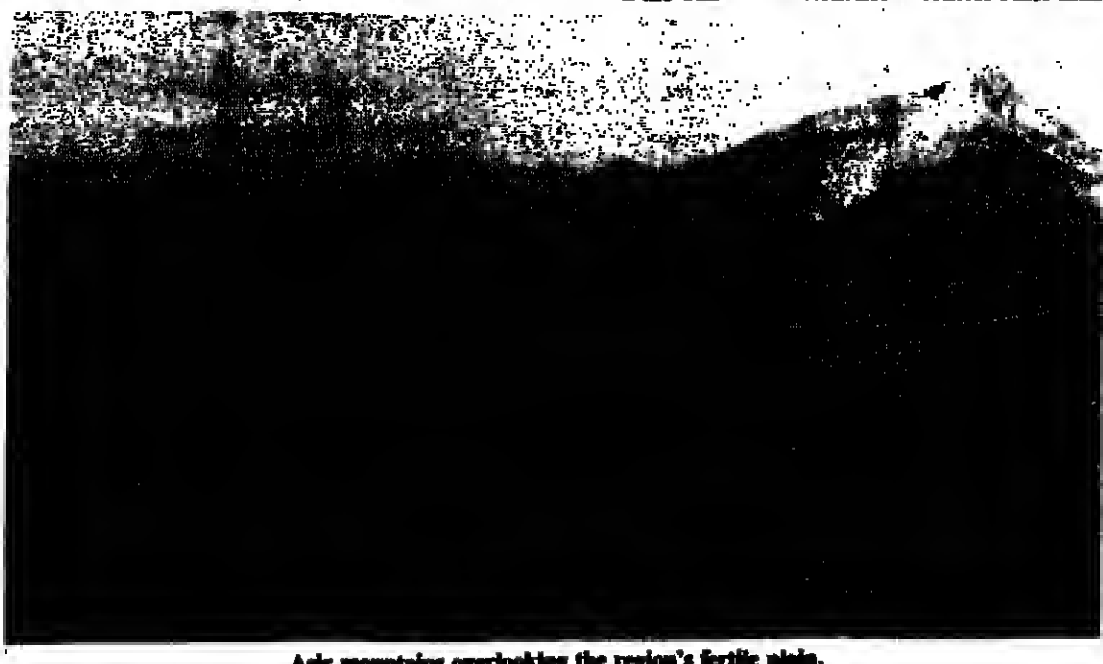
Footlockers in the office bulge with tickets and the cargo section at the airport is jammed with televisions, spare auto parts and electric fans as the teachers prepare to leave. The Saudi staff has been issuing about 6,000 tickets a week and they're about half-way through.

Those who live in the Asir are inordinately proud of their province. For weeks, they prepared for King Khaled's recent visit, resurfacing roads, planting trees, cleaning and sowing flower beds, and putting up over 25 triumphal arches at an estimated cost of SR

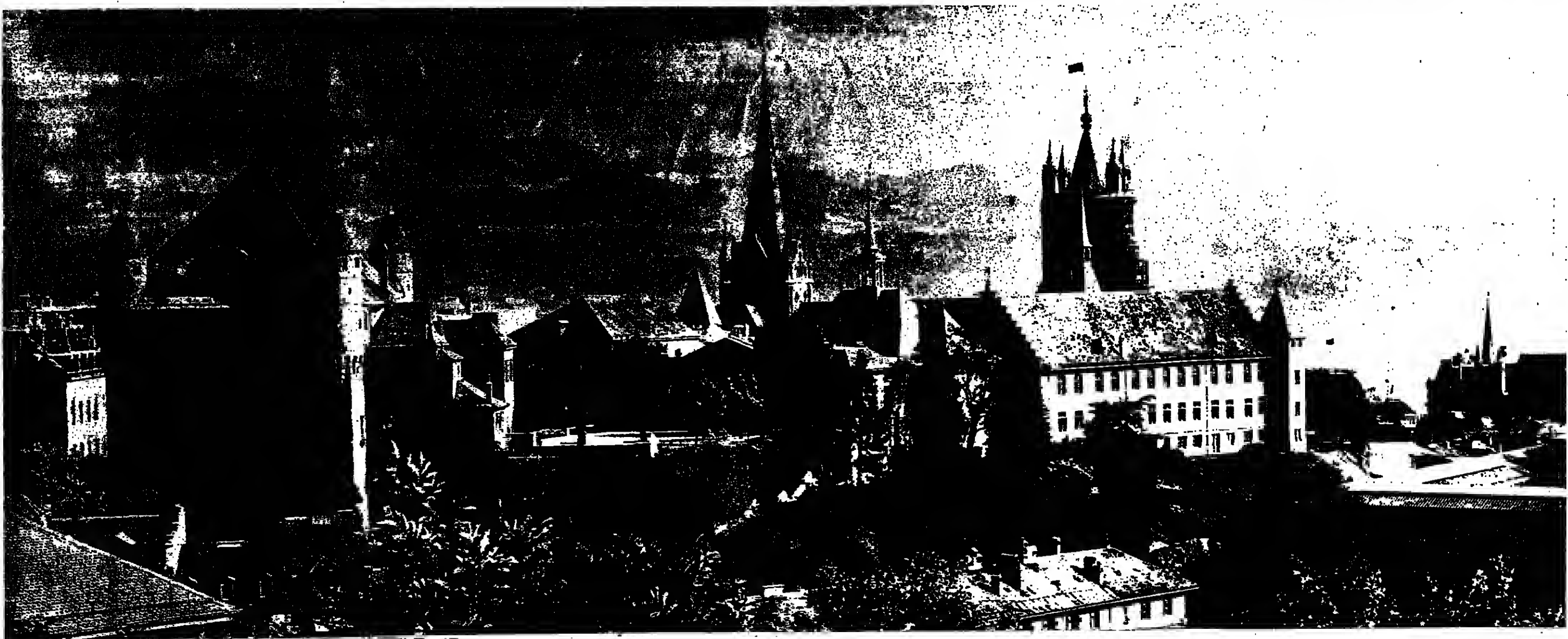
100,000 each.

King Khaled chose Abha for one of the most spectacular durbars of his reign. Leaders of the Gulf were his guests at tribal parades and military maneuvers.

The King also opened a number of new projects in the Abha area, among which was the Asir Electrification plant built by South Korea's Hyundai. It is almost finished and when it comes on stream, over 16,000 people in around 500 villages will get electricity for the first time. Farmers will be able to dig deeper wells and extract more water from them, and schoolchildren will no longer be studying under streetlamps. Already, the 30 kilometers lights along the Abha and Khams road have been lit.



Asir mountains overlooking the region's fertile plain.



Switzerland does its best to make sure you don't feel as if you were at home.

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holiday flats, 5338 km of railways, 630 km of motorways, 6200 taxis, 19 health resorts with medical baths, some 15,000 restaurants. And much more.

Any finally the outstanding exertions Swissair has made to assure that you shall feel at home and yet not at home in Switzerland as fast as possible: There are two weekly flights from Jeddah to Zurich (one via Geneva) and three weekly flights from Dhahran to Zurich (one via Geneva).

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P.O. Box 37 Damman — Phone 51300 Ext 65/67.

swissair

Joint venture with Saudia

China Airlines provides links from the Kingdom to the Orient

By Farouk Lugman

China Airlines is one of the youngest international carriers, but one of the fastest-growing. Today it flies between Taipei and the Kingdom four times a week by Boeing 707, and from September it will operate a Boeing 747 jumbo on the route.

It began its Jeddah service in 1966, working through its general sales agent the Travel and Tourist Bureau and flying through Hong Kong, Singapore and Dhahran to Jeddah.

William Young, the airline's district manager in Jeddah, says that most of his passengers are Chinese working in the Kingdom. He is pleased with business: from Taipei to Jeddah flights are usu-

ally 85 per cent full. Fifty per cent is customary on the return, when the plane from Taipei changes crew, is checked and heads off again.

The airline operates with Saudia in a joint venture. Saudia does not fly so far East, but every month it receives a share of China Airlines' profits. Shortly, Young says, his fleet will extend its operations to Europe from the Kingdom, by special permission of the Saudi authorities.

China Airlines was set up as a private company in 1963, serving mainly the domestic market, but it soon grew into a regional and finally an intercontinental service. "We can now fly passengers from Jeddah to San Francisco via Honolulu," Young says.

Still a private company, China Airlines now operates a fleet of Boeings, Japanese YS11s for domestic short haul flights and two French Caravelles.

Young is proud of the service his company offers: "This has made us one of the top airlines in Asia," he says, "and, besides, we are punctual." He is proud, too, of his safety record, saying Boeing

has presented China Airlines with a safety award.

The airline flies directly from Saudi Arabia to Singapore, a journey of 9½ hours. To fight boredom, passengers are given, Young says, movies to watch and stereo to listen to.

Young hopes more Saudis will visit Taiwan. Many now shy away from the Far East because of the language barrier. But, he says, once they do get there they often bring the whole family the next time.

He says 1,250,000 people visited Taiwan in 1978, earning \$65 million in foreign exchange for the country.

Taipei's new Chiang Kai-shek International Airport opened in February, taking the burden of international flights from the old Sunghshan. It is larger than Tokyo's Narita, and the largest in Asia.

The new airport was built in response to a staggering increase in planes and passengers handled at Taipei. In the past ten years flight movements have increased 140 per cent to 66,000 a year, and passenger traffic 600 per cent to 5,640,000 a year.



ROUTES: China Airlines manager Jimmy Young stands next to a map outlining some of the company's routes.

Weekly service

Kenya Airways wisks tourists to East Africa

By a Staff Reporter

One of the smaller airlines operating to Jeddah, and one of the newer, Kenya Airways runs a service to Nairobi that depends to a great extent on tourist traffic.

Through its Jeddah representative, Saddik and Muhammad Attar, the travel agents next to the Saudi-British Bank in King Abdul Aziz Street, the airline also organizes holidays by the Indian Ocean or tours that include safaris.

Two years ago the old East African Airways, the combined national airline of Kenya, Uganda and Tanzania, broke up. Kenya Airways emerged, and established its Jeddah service last year.

It is a direct flight once a week, leaving here at 1:30 on Saturday morning and arriving in Nairobi in 3½ hours. Two hours later a connection leaves for Mombasa, getting the tourist there in time for breakfast at 8:30. The Nairobi flight turns round in Jeddah, but the return to Saudi Arabia comes through Khartoum.

The flight is made in Boeing 707s, which the only competitor in direct flights, Pakistan International Airways, also flies to Nairobi twice a week on a service originating in Karachi.

Most people using the Kenya Airways service are tourists, their numbers varying according to the season. The flights tend to go some 60 per cent full. They are overwhelmingly Westerners, but there is a not inconsiderable Kenyan community in the Kingdom which also uses the flights to get home.

Several Kenyan Muslims also fly the route, going on the pilgrimage. South African Muslims, too, frequently change planes at Nairobi from Johannesburg. No Tanzanians coming to the Holy cities use the line, though as the border between Kenya and Tanzania has been closed. That traffic

had been substantial.

Attar will organize tours for visitors to Kenya. According to Wilfred Koipillai, the company's sales manager, it is in the process of setting up an arrangement with a Nairobi company called Rhino Tours. Until then, it offers its own tours, takeo in groups of between 15 and 20.

Costing some SR4,000 per person for two weeks, including all hotels, travel and board, the tours can comprise a safari, some days by the beach and a few days for the traveller to choose his own amusements. Should someone wish to go under his own steam, Attar will act as a simple travel agent in booking hotels, hired cars and further transport if he travels by Kenya Airways.

Kenya Airways also flies to Malindi, the country's other tourist haunt, as well as having other connections to East and West African capitals: Accra, Cairo, Lagos, Lusaka, Mogadishu and Addis Ababa. Again useful for the tourist, it flies from Nairobi to Mauritius and the Seychelles. The Seychelles trip can be made on the same day, at 10:30, that the Jeddah flight arrives.

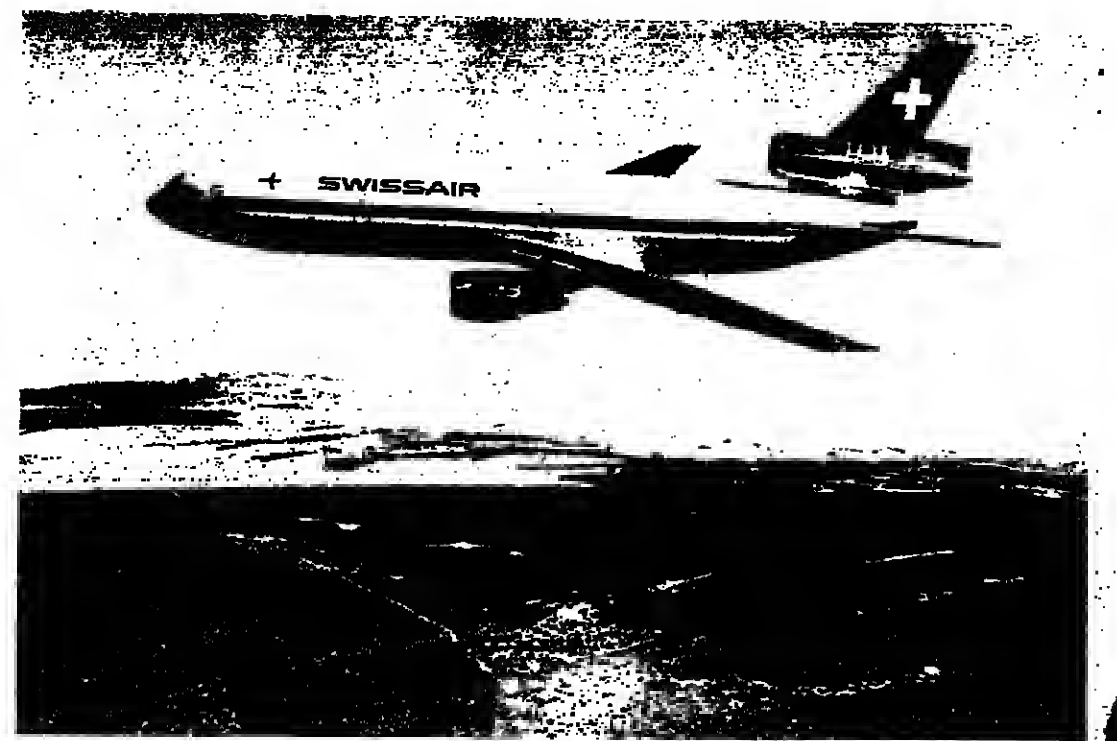
An economy class single to Nairobi costs SR1,199, a first class SR1,556 and a two-month excursion SR1,559. It is about an extra SR100 on each to continue to Mombasa. Koipillai recommends booking a month in advance to be safe.

Although a young and a small airline, Kenya Airways has established a network of routes that in Europe go to London, Paris, Frankfurt, Zurich, Copenhagen, Rome and Athens, and in Asia to Bombay and Karachi.

Nairobi, as the capital of a country geared to tourism, has a wide selection of hotels that include several first-class. For the hidebound there is a Hilton and an Intercontinental.



THE ALPS: Swissair's final destination



Swissair is ready to fly you from Jeddah to the mountains

By Timothy Sisley

Swissair has been flying into Jeddah for nine months, complementing a service to Dhahran that is four years old. The Jeddah route is not exactly new: It is rather a resumption. The company served Jeddah between both 1958 and 1961 and 1962 and 1964, before a change of equipment meant a change of timetable.

Swissair has two flights a week into and out of Jeddah, serving Zurich, Geneva, Athens and Dar Es Salaam; the Athens stop, though is to be discontinued in November. After that the flights will be direct, taking some 5½ hours. A single economy ticket costs SR1,878 to Zurich.

Dhahran is served by three six-hour flights a week, an economy single costing SR2,018. It is possible that Swissair's flights to the Kingdom will be increased by next April, but that depends on a

renegotiation of the existing agreements and approval by both governments.

Rudolf Glanzmann, the regional manager in Jeddah for Saudi Arabia, Bahrain and Yemen, says that his flights from the Kingdom are between 60 and 75 per cent full, not counting those people coming from Dar Es Salaam. The passengers almost all go to Switzerland, despite connections the same day to most European capitals and major cities and to North America.

His passengers are overwhelmingly businessmen from Europe, although there is an increasing proportion of the Swiss living here. But he would like to concentrate on Saudi businessmen and holidaymakers, feeling that they are the bedrock of an essentially shifting clientele.

Swissair prides itself on that sort of service, and Glanzmann sug-

gests that those of his passengers not going or coming to or from Switzerland who fly Swissair do so because of that. Eighty per cent of Swissair flights to the Kingdom since the beginning of this year left or arrived on time.

His pride in service extends to care of passengers during the flight. Regular surveys among travelers and a board made up of frequent travelers help to keep that up to scratch, and Glanzmann says that Swissair offers the "highest necessary standard."

Service extends to the ground: businessmen flying with samples can get help through customs and Swissair will make hotel bookings, arrange hired cars, organize rail connections and arrange tours.

Swissair is a private company with no formal links to the official Swiss Tourist Board, but the Jeddah office feels it part of its job to sell Switzerland.



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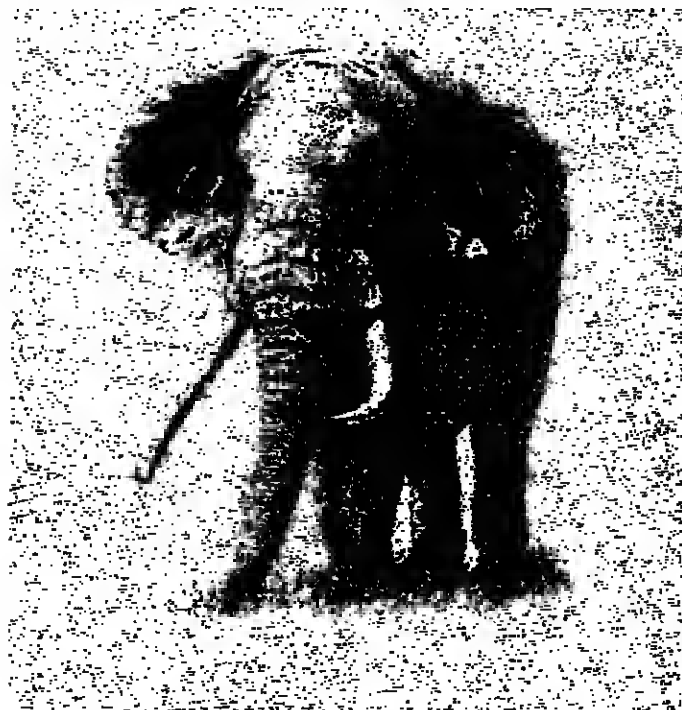
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Complete service 12 hours a day, manager says

Fahd Travel and the instant comfort of a package tour

By John Close

Although Fahd Travel was only established in 1974 and only acquired its IATA license in 1975, it is a joy to Jeddah's highly mobile and transient community.

It is located on the ground floor of the Dakhl building at the intersection of Medina and Palestine Roads, just before the new flyover under construction. The manager of the office, Zakir Siddiq, says business is back to its normal heavy pace.

One of its more obvious attractions to the potential customer is its office hours. The staff is on duty from 8:00 in the morning until 8:00 in the evening and there is no lunch break. Siddiq believes Fahd Travel is unique in this respect and he can point to impressive sales figures in defense of his argument. Complete service, 12 hours a day is one of the main reasons for the steep rise in turnover at Fahd Travel.

The agency has three branch offices in Jeddah, one on King Abdul Aziz Street which was the first of the three to open and another on Mecca Road. By 1980, a Fahd bureau should open in Riyadh and there are also plans to open one soon in Yanbu. The Eastern Province will have to wait some time before the agency expands that far from its home base.

At the King Abdul Aziz Street office, Siddiq says 65 per cent of his customers are Saudis or other Arab residents while at the office at Medina Road, closer to most foreign compounds, he says 90 per cent of the business is generated by Europeans and other Western expatriates.

Fahd Travel is one of the few offices in Saudi Arabia which sponsors package tours to the United States, Kenya, the Far East, and Greece. Siddiq is disappointed in the response to the U.S. tours which has lagged far behind the other two. He speculates that many Saudis have relatives living or studying in America, and that because many of them have already traveled extensively in the country, package tours are not attractive for them.

All three tours offer a great deal at a reasonable price. One 16-day U.S. trip costs SR7,218 during low season and SR 7,495 in the high

season. The tourists are flown to New York by Lufthansa where they are met at John F. Kennedy Airport and taken to the American Hotel on Manhattan's 7th Avenue. Breakfasts are included in the price of the tour.

On the fourth day of the tour, the group flies to Buffalo in upstate New York. Here, the travelers see Niagara Falls and stay at the Hilton. After a day in Buffalo the group flies to San Francisco. After five days in California, Las Vegas is the next stop and thence to New Orleans and Washington D.C., and back to Jeddah.

The second U.S. tour, also for sixteen days, costs SR 6,795 during low season and SR 6,993 in high season. This tour is limited to New York, Washington, San Francisco and Los Angeles.

Fahd Travel offers seven tours to Kenya. The least expensive Fahd tour to Kenya costs \$518 per adult and \$ 259 per child. The group spends a day and night in Nairobi at the Hilton and the next

day drives to the Amboseli National Park. The tour also includes visits to Tsavo West National Park, a trip to Mombasa, for lunch at the Two Fishes Hotel and sightseeing. The group then takes a train back to Nairobi and the flight back to Jeddah.

The most expensive Fahd Tour to Kenya \$ 1,599 per adult and \$ 799 per child under 12. The group also stays at the Nairobi Hilton the first day and night and the next morning moves to Taita Hills for lunch. That afternoon members of the tour are taken to the Salt Lick Lodge for afternoon and evening game viewing. This tour includes Tsavo West National Park, the Amboseli National Park, Nanyuki, Samburu, Meru National Park, Nyeri, Lake Baringo, Lake Nakuru National Park, Naivasha, Mara Game Reserve and the Masai Mara Game Reserve.

Fahd Travel also sponsors tours to Bangkok, Hong Kong, Manila, Singapore, Seoul, and Japan.



The heart of Africa

Through orderly Copenhagen

SAS: twice a week to Scandinavian cool

By a Staff Reporter

Scandinavian Airlines System (SAS), one of the oldest companies in the world, began a bi-weekly service between Jeddah and Copenhagen recently.

The company which operates a DC-8 fleet, will introduce the European Airbus in a year and a half from now, according to Souhbi Sbbih, district sales manager in Jeddah.

The Airbus, a French-German built plane, has proved popular in Europe though it is a newcomer to the aviation industry, Sbbih added.

SAS is jointly owned by the three Scandinavian states of Denmark, Sweden and Norway. The three own 50 per cent of the stock while the other half is subscribed by the public.

"The last nine months of service here have been very good," Sbbih said. "We have done better than we expected," he added.

SAS now offers a stopover in Copenhagen enroute to London at no extra fare which means that the cost of traveling along that sec-

tor has been reduced, Sbbih said. More important, he said, is that SAS now operates on a joint venture basis with Saudia, the national carrier, developing the traffic between Saudi Arabia and Scandinavia. Saudia has recently discontinued its Jeddah/Stockholm service. SAS picked up the business.

The DC-8 planes are of two models, one can carry 154 and the other 200. Passengers are mainly Scandinavians working here, Americans stopping over in Copenhagen on their way to the United States and recently, British travelers wishing to see Scandinavia on the way to London.

"Apart from being a country worth seeing, Denmark has a simple and efficient airport," His assistant Muhammad Aidaroos said. Arab passengers disembarking in Copenhagen "will always be met by an Arab speaking staffer" to help them and answer their questions, SAS flies to six Arab cities and it has a considerable Arab clientele. Arabic speaking personnel at Copenhagen airport have proved to be "extremely use-

ful." The cities served are Beirut, Damascus, Cairo, Baghdad, Kuwait and Jeddah. They are among the 98 cities in 49 countries to which SAS flies.

SAS is better known for its polar route, connecting Europe with Japan via the north pole. The route was opened in February 1957, using the now old fashioned DC7C.

SAS is also a diversified company which owns several subsidiaries engaged in catering and hotel management. Here it does the catering for the Baksh hospital in Jeddah and provides catering consultancy service to Saudia for an annual fee. It partly owns and manages a hotel in Kuwait and owns agencies and tour operator companies in Scandinavia. In Spain it runs restaurants and owns hotel interests.

"SAS itself owns domestic airlines and employs 16,000 personnel worldwide.

Unlike many other airlines, SAS has been making a profit for the last 15 consecutive years. It celebrated its 25th anniversary in 1971. In its first quarter

century of operations, it had flown 50 million passengers and carried 720,000 tons of cargo and mail. The same year it bought Sweden's largest inclusive tour company, Vingresir/Club 33 AB. It also participated in the formation of Danair, the Danish domestic airline and increased its DC-10-30 order from two to five. It has opened four more hotels in Scandinavia.

The history of Scandinavian commercial aviation goes back to the founding of DDL, the Danish Airlines in 1918. As one of the three partners in the present SAS, DDL is the world's oldest airlines in existence.

Its passenger traffic increased 12 per cent, to 859 million revenue passenger-kilometers, in April, 1979.

Compared with the same month last year, passenger capacity rose four per cent to 1,483 million available seat-kilometers. Cabin factor for the month improved 3.9 points, to 57.9 per cent.

The actual number of passengers carried by SAS in April was 711,755, an increase of five per cent.

The lure of the fabled Orient

By a Staff Reporter

They call themselves "The Discovery Airline," and Cathay Pacific is picking up more business every month as increasing numbers of Saudis "discover" the delights of Hong Kong, Bangkok, Manila and other points of the "exotic Far East."

Today most of C-P's passengers are Far Easterners themselves, which regional manager David Azzoumi calls a "good sign." They know the airline from some, and have had good experience with it in the past. Word of mouth is our big asset in marketing.

Nevertheless, Azzoumi wants a bigger share of the Saudi market, businessmen with appointments in Seoul or Taipei, and vacationers as well. As Saudi traffic increases,

"word of mouth" will spread among local residents, he says.

Meanwhile, about 50-60 per cent of the airline's traffic from the kingdom is bulk laborer movements, a steady, secure bet from a commercial point of view. Very few of the 707's head east with empty seats, says Azzoumi, and first class is always full.

The three Cathay-Pacific offices in the kingdom—in Jeddah, Riyadh and Al Khobar—are what is known in the business as "off-line." That is, the C-P airplanes don't actually take off from local airports, but from Bahrain, through which the passenger is routed on a single ticket drawn up by the local C-P office.

The passenger from Dhahran, have a short lay-over in Bahrain and then board his C-P flight to his

final destination. Airline-to-airline agreements with Gulf, Saudia, and from Sanaa, with Yemen Airways, ensure smooth connections for Cathay-Pacific passengers, according to Azzoumi.

Particularly attractive are the "Discovery Tours" arranged by Cathay-Pacific from Bahrain and available through local offices. These include a simple week of relaxation in Bangkok, more arduous tours of Pattaya, bird parks and island idylls, and a grand 21-day expedition to Bangkok, Singapore, Japan and Hong Kong. On the latter, the holiday-maker with the time to spare can get a bargain introduction to the memorable spots of the Far East.

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SCANDINAVIAN AIRLINES

MEA survives with success

By a Staff Reporter

Middle East Airlines operates a service every day to Beirut from Jeddah that Abdullah Marroush, an assistant vice-president and the manager for Saudi Arabia and North Yemen describes as doing extremely well.

Public response is "excellent." The route, worked by Boeing 707s, is normally 85 per cent full, and MEA's other Saudi run, between Beirut and Dhahran, is on average some 80 per cent full. That is six flights a week, the only direct flight between the two cities Marroush says that some 3,500 people a month travel to Beirut from Jeddah, and 3,000 from Dhahran. Ninety per cent of that number from both towns he estimates as being from among the Lebanese working in Saudi Arabia, the rest Saudi or Lebanese businessmen. The Lebanese embassy in Jeddah believes that there are between 200,000 and 250,000 Lebanese working in the Kingdom, not counting wives and children. No reliable figures have been kept by the Beirut government since the civil war.

Marroush has no doubt that his traffic has been hit by the war. All the tourists and almost all of the businessmen who were once frequent visitors to Beirut have gone. But in their stead the Lebanese who have come to work in the Kingdom to escape the troubles fly home on holidays or send their wives to visit relatives at home. There has been some sort of silver lining to the cloud for the airline.

The other ten per cent or so of the airline's traffic is made up of some few Saudis and Westerners in transit via Beirut, but overwhelmingly of Lebanese with business in Europe or the United States who take the opportunity during a business trip to visit families still in Lebanon, stopping over for a few days.

Marroush says that the Lebanese have always been an active and industrious people, and the extent of business interests they have set up in the Gulf and the West makes



The sales and booking staff for Middle East Airlines in Jeddah

that traffic not inconsiderable.

Before the civil war some 30 per cent of passengers between Saudi Arabia and Beirut were in transit for Europe or the Americas. That too, has largely gone, for Marroush will grant that few people would nowadays fly into Beirut simply to change planes. That is despite Beirut's transit arrangements, whereby MEA's Gulf flights connect with a wait of only an hour or an hour and a minute with European flights.

So why do people still fly MEA? Marroush has no doubt.

He says it is a source of pride to all the airline's staff that they can still compete, particularly as they work under such difficult conditions. He thinks that it is because, in response to all the drawbacks, the airline still goes out of its way

to serve the passenger.

No longer, Marroush asserts, do people fly a particular airline because of its equipment. Service is what counts, and by service he thinks MEA will continue to hold its own. It is partly simply in-flight service, the quality of care, but it is also that the company believes the customer is always right, and he says it will go out of its way to satisfy every one.

He says that Beirut again has the old high quality of communications, repaired after the war, and although staff are reduced they are still keeping a high professional standard of efficiency. There is no difficulty recruiting.

In search of efficiency, there are fourteen MEA men at Jeddah Airport to do all the airline's own handling, and an engineer and two

mechanics for servicing (all major maintenance, of course, is done in Beirut).

The chairman of the airline recently announced that he wanted new equipment for the airline by 1981, replacing the fleet of 16 Boeing 720s and two 707s. There seems a good deal of confidence in the company's future. Marroush hopes it will make a profit this year after last year's six million Lebanese pound loss — it is a private firm — but allows the difficulties of the situation could mean anything.

But morale is still high, and the troubles have been faced up to. When demand fell MEA made available three 747s and one 707 to Saudia on a wet lease, whereby the plane is rented out with its crew and ground staff.

To six continents

Kanoo carries tourists further

By Barry Reynolds

DHAHRAN — With the exception of group holidays organized by private travel clubs such as the Dhahran Outing Group of Aramco and other non-profit organizations, Kanoo's holiday packages for 1979 are among the most extensive in the Kingdom.

From the Seychelles to Singa-

pore, the Pyrenees to the Himalayas and from the Mediterranean to the Gulf of Siam, Kanoo's tours now span six continents and some three dozen major cities.

—The Three Cities: Singapore, Hong Kong and Bangkok, is a busy, 15-day tour of the three most popular cities in the Far East.

—Bangkok: The most popular bachelor vacation spot from

Dhahran combines inexpensive, quality shopping, an exciting nightlife and a variety of sights that require more than one visit to fully experience.

—Manila and Bangkok: Five days in Manila — a unique blend of East and West — and the remaining six days in Bangkok.

—Singapore: For those wishing to cut their flying time in half and experience jet

Olympian Greece, away from the crowds

By Clare Kent

School holidays are nearly here and thoughts are turning towards summer trips. Some will make short journeys to visit relations in nearby Jordan, Syria or Yemen. Others will fly to the exotic Far East. Many will go on shopping trips to the capitals of Europe.

Peace amid the scent of the pines

For a holiday which is both relaxing and educational, the home of the Ancient Greeks is a good choice. And it is only a short flight from here to Athens (Saudia does a monthly economy excursion return for SR. 298 — children under 12 half price.)

There is no need to stay with the crowds in the capital. It is hot and unpleasant there in the summer months. Leave the Acropolis for another time and make for a country area or the islands.

The Western Peloponnese are a favorite with many a Graecophile. Deserted beaches, picturesque villages and quaint fishing ports lie all round the coast. Inland are pine woods, vineyards, orange groves and olive trees. Ancient ruins abound.

The highlight of a trip to this area is a visit to Olympia. Adults and children alike are stirred by this site of the Greek Olympic games on the banks of the river Perios. Wander over the grass between the ruins, or rest in the shade of a lofty pine tree. The scent of pine fills the whole place.

The tranquil beauty of Olympia is not its only merit. It is possible from the ruins to make out how the buildings were originally set out — particularly the great Temple of Zeus, once home of the gold-and-ivory statue of the king of gods (it is now in the Athens museum). Many of the treasures of Olympia, including two pediments for the temple, are in the Olympia museum. One depicts the preparations for the chariot race between Oinomaos and Pelops; the other shows the splendid figure of Apollo, towering above the centaurs and the Lapiths.

Just 21 kilometers west of Olympia lies the town of Pyrgi with its delightful square. Further on are Katakolon and Agha Andreas where, beneath the blue waters offshore lie the ruins of Phia.

In the eucalyptus forest near Kyllini are mineral springs legendary for their healing properties especially respiratory complaints. Commanding a spectacular view over kyllini — the ruin Chlemonisi Castle, built in the 13th-century by Godfrey V lehardouin and one of the bastions of French rule in Greece.

Arab Wings in Paris

Special to Arab News

PARIS — A Sabreliner 75A of Arab Wings fleet was the only Arab flag carrier aircraft on display at the Paris Air Show recently at Le Bourget Airport.

Ali Ghandour, chairman and president of Arab Wings, says the company was participating jointly with Alia, The Royal Jordanian Airline, to highlight the professionalism of Middle East aviation.

"In particular we are demonstrating to a heavy concentration of influential Middle East visitors and executives of international corporations working in the aviation field in the Middle East the availability of our services," Ghandour said.

In addition to Business Jet Charter Services Arab Wings were promoting their Flying Ambulance Service, AWFA and the Arab Wings Maintenance Center.

The center at Amman Airport is the only Rockwell and Gates designated service center operating in the Middle East. As well as maintaining Arab Wings' fleet of two Sabreliners and four Learjets the center also inspects and ser-

vices jets of other Middle East firms.

Arab Wings Flying Ambulance Service, AWFA, is the Middle East based jet evacuation service. Using transcontinental Learjets adapted to ambulance use and equipped to handle medical emergencies, the service is available 24 hours a day throughout the Middle East from bases in Amman, Dubai and Sharjah.

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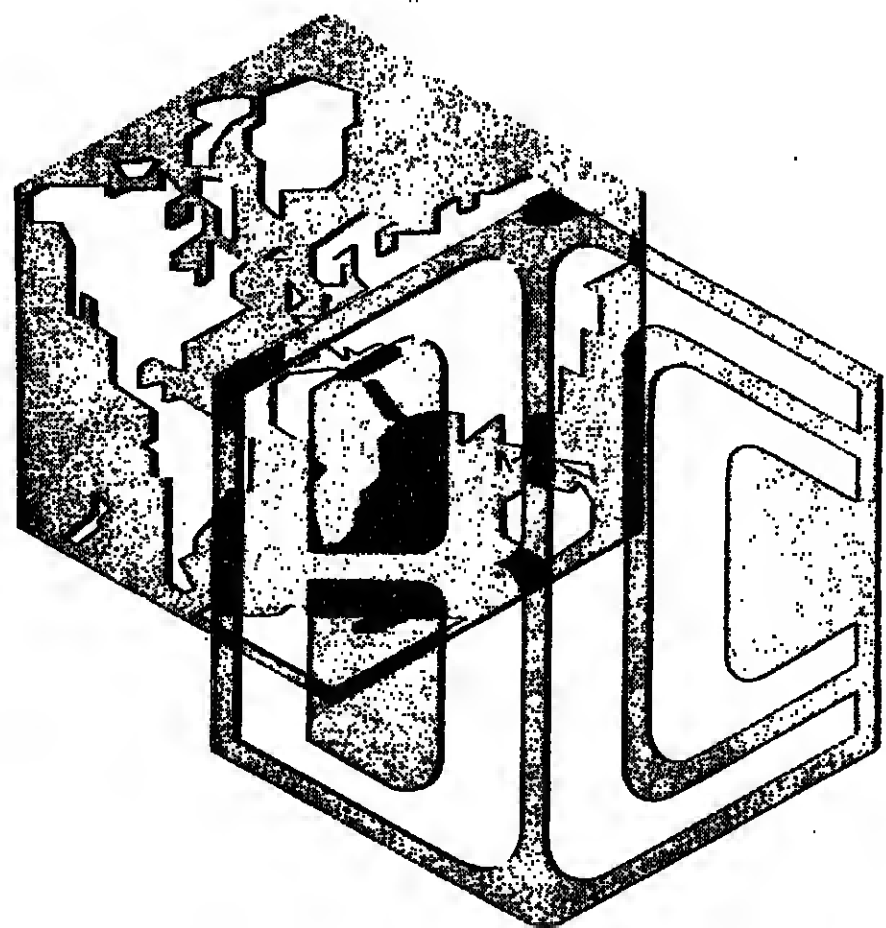
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مكتبة

Cool and windblown nights in Tabuk

By Jack Lundin

TABUK — The town floats. For centuries it has ridden on a great bed of pure if lukewarm water. Wells abound. Asked for an explanation the librarian in Tabuk's public library adjusts his bifocals and scratches away with his pen for a good half-hour.

"It is rich water of wells in spite of the lack of rain," ran the translation of his jottings. "Recently it was visited by a number of experts and they have reported that if the people of Tabuk know how much water is under their land, they will depart it soon."

Fortunately, the place is perfectly safe. Tabuk and its environs stand over sedimentary rock in whose porous folds the albeit scant rainfall has lain trapped for centuries. The water that gushes forth with such abandon today is fossilized and tens of thousands of years old.

Tabuk also has cool and wind-blown nights, which brings a gasp of delight to the visitor as he gets off the 95-minute flight from Jeddah, pampered with a boiled sweet, perfumed face towel and glass of fresh juice tended by the shyly-attractive hostess of Gulf Delta, one of Saudia's 20 Boeing 737s.

The temperature at the 1:25 a.m. touchdown was a bracing 28 degrees centigrade, a good ten degrees less than the humid night that lay a thousand kilometers behind in Jeddah. Yet sleep did not come easily in Tabuk's Ad Adel hotel. The night was full of the snarl of great motors, the hooting and clashing of gearboxes as the overlanders, spoilt by 450 near-dead-straight kilometers of highway from the Jordan frontier, braked to haul their laden juggernauts hard left around the white, green and orange traffic box outside the hotel, before settling down for the long haul to the supermarkets and showrooms of Medina, Jeddah and beyond.

Despite the disturbance, the morning brought cheer to Fawzi Khomies the moment he clapped eyes on the yellow-and-black chairs in the hotel dining room. As well as being co-ordinator of public relations in Saudia's public affairs division, Fawzi is manager of Ithhad's volleyball team. Still nursing a restrained gloom over Ahl's 4-0 Cup Final victory over Ithhad earlier in the month, it brightened him considerably to lower his ample frame onto a chair decked out in his club's colors.

It would be hard to find a more persistent advertisement for Ithhad than Fawzi, former volleyball captain in the club and



Saleh Nahas, Saudia's district manager in Tabuk

until recently a volleyball coach for the Kingdom. His watch is yellow-and-black — custom-made for Ithhad. So is the enormous ring on the small finger of his right hand. Even his ballpoint pen is striped yellow-and-black.

Sometimes Ithhad wends its way into every conversation, even one as diverse as the hope of Saudia's district manager that facilities at Tabuk's two-year-old airport will soon be extended to permit a Tristar service.

The town has Roman antiquities, Islamic antiquities and an old castle renewed 350 years ago by the Turks. There is also a line of derelict railway station buildings, for Tabuk was a main stop on the

Turks' Hejaz line. An altitude of 2,250 feet above sea level helps explain the cooling night breeze. In winter Tabuk can be bitter cold, with temperatures down as low as nine below zero. "The gateway to the north," is how Saudia's district manager Saleh Nahas describes it. Certainly Tabuk (population 160,000) is regarded as a place of strategic importance and the military presence is all-pervading. A mass of security-swathed construction projects have brought a cosmopolitan population to town, the staff of 29 foreign companies. "Tabuk is a cocktail," is a favorite jest of Nahas' gentle and wrinkled

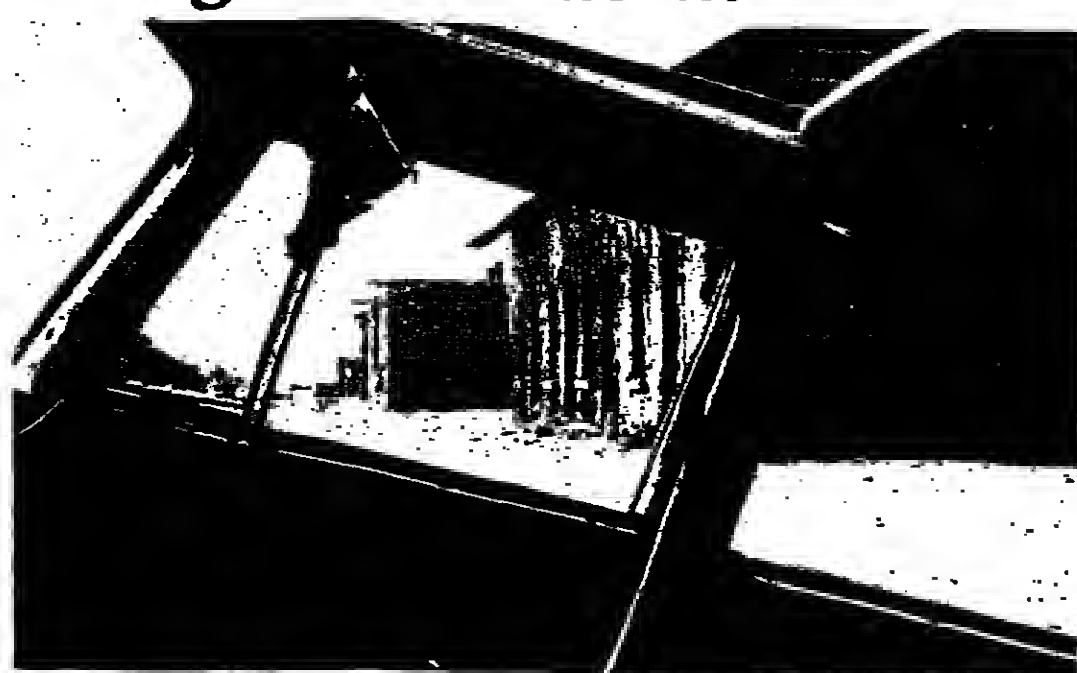
city ticket office manager, Saleh Al-Balawi, who has worked there for the past 16 years.

Nahas himself has been in Tabuk for only three years. A 33-year-old from Mecca, he was previously a supervisor at Dhahran, has attended the usual company management courses in London, Istanbul and Taif and is now, one suspects, nursing hopes of a transfer and some action in a more international sphere of operations.

He has every reason to be proud of his team's performance in Tabuk. Last month saw 12,000 passengers jet out with Saudia. Ticket receipts from 111,893 passengers last year totalled SR31 million, an impressive 61 per cent over the station's quota of SR19 million. (Receipts in 1977 totalled SR20 million, from 87,000 passengers).

Back in 1961, before Saudia opened an office and ticket sales were handled by the Bader agency, there were just seven flights a week into Tabuk. Now there are 65, including two direct flights daily to Jeddah, one to Riyadh, four a week to Medina. There is even one international flight, every Wednesday to Cairo, a source of considerable pride to the local Saudia staff.

At present the aircraft take off about 90 per cent full. In spite of this it is apparently still necessary to book several days ahead to



Derelict Tabuk railway station, once a main stop on the Hejaz line

ensure a seat. Certainly it makes sense to fly. The one-way economy air fare to Jeddah is SR140. The going rate by taxi is SR200 a head, and the driver will dig his heels in and refuse to set off until he has accumulated five passengers for the dusty and hazardous nine-hour journey.

Saudia has four ticket sales cen-



Saudia / Ithhad's Fawzi Khomies

ters in Tabuk — head office and three "satellites" in and around town. One such satellite is to be found attached to the Ad Adel hotel. The hotel's owner, Azouz Awad Ibrahim Madani is a friend of Saleh Nahas and in a burst of generosity handed over the office to Saudia, for nothing. Since it had previously brought in a total of SR70,000 a year, the gesture is a demonstration of Madani's enthusiasm for the airline. Should there be any doubt, a scaled-down 737 soars at your head in the hotel entrance hall and Saudia posters pepper the dining room walls.

The most recent satellite opened in February, in the King Faisal Military City — mainly,

explains Nahas, for the convenience of the foreign workers on all those top secret projects. One such, the rapidly-rising military academy which the University of Riyadh's Dr. A. A. Sayigh has said will be the largest solar-heated building in the world, stands opposite the Saudia satellite, topped by rows of gaudy yellow girders which will soon bear the solar reflectors.

If officialdom kept us from the emerging wonders of the solar academy, it could hardly forbid the green fields and fruits of Ali Nasser's lush farm, tucked away unexpectedly in the desert some five kilometers outside Tabuk. On the farm water coursed along stone and earth channels, bringing life to fields of plump young water melon.

Tabuk could have many such farms, for the government, it seems, will give any who wish a sizeable tract of land and an interest-free loan of half the cost of its development. But, capital of the north though it may be, the good citizens have no intention of getting into Jeddah-style frenzies over anything. These summer days are mainly for dozing, not digging, and it is not until evening that the community comes to life.

Through the town the cafe roofs are dotted with red ghutra'd men getting down to their gossip with

gusto; in a nearby square the second-hand car auction provides its usual daily spectacular. Outside Tabuk, on the road to Jordan, the desert is dotted with cars: families picnicking, children playing, old men sitting on mats gazing at the distant hills. Each car has a polite kilometer of privacy around it.

A junkyard of wrecked cars stands in stark silhouette on the left; further on a firm patch of sand, its players resplendent in full soccer kit.

Now Tabuk is 30 kilometers behind us. Water from yet another well draws us off the highway. The farmer explains they had to drill 600 meters before they struck porous rock here. The water gushes endlessly and rows of week-old water melon plants respond gratefully, thrusting their small green leaves vigorously through the dampened land.

The long dusk seems to go on forever. Everyone — farmer, farm-workers and the out-of-nowhere manager of the Tabuk branch of the Bank of Riyadh — settles down to enjoy the sunset. There are cups of tea from a thermos and the sweet smell of the farmer's softly-rumbling hubbly-bubbly. As the sun finally dies the breeze from the west increases and it is time to return, reluctantly, to town.



Saleh Al-Balawi: "Tabuk is a cocktail"



Ali Nasser's lush farm outside the town

Zahid: year of the all-in tour

By a Staff Reporter

JEDDAH — This will be the year of the all-in tour, if Zahid Travel has anything to do with it. In 1978 the company, one of Jeddah's longest-established travel agencies, took SR60 million in total sales — 75 per cent from international routes.

Zahid is general sales agent for TWA and Olympic Airways in the Kingdom, but as IATA member since 1973 years standing it also sells tickets for most of the other 20 or so airlines operating out of Saudi Arabia.

General manager Adel Zaki predicts an exciting future, although the incredible 30 to 40 per cent annual turnover increases they saw in the 1975-77 boom years are, he regretfully concludes, over. Now he anticipates a "more stable" annual increase in travel growth of around ten to 15 per cent.

Much of this increase as far as Zahid Travel is concerned, says Zaki, will be in the tours field. He has hired a tours manager who will set up a specialist tours department at the company's eight-month-old headquarters in Jeddah's Medina Road.

Zahid Travel is no stranger to the tours field. In 1977 it became the first in the world to offer charter flights direct into Luxor, Egypt — an achievement which still brings a glow of pride to Adel Zaki. The 48-hour weekend excursions from Jeddah to the Valley of the Kings cost SR 800-a-head and marked a major milestone, since it swept tourists straight to the Pyramids, avoiding the time-consuming chaos of Cairo.

The Boeing 737s ceased their Jeddah-Luxor run at the end of a trail-blazing trial season, but are scheduled to start again next January, subject to the availability of aircraft from Saudia.

At the moment Zahid offers a range of popular "Stop and See Greece" packages, more than 100 Olympic Airways holidays including the Athenian Sampler (three nights in Athens for SR668); a five-day archaeological tour by air-conditioned bus (SR615) and 15-day sailing cruises to the Greek



Zahid Travel general manager Adel Zaki: an exciting future



Clients book up at Zahid Travel's head office in Jeddah

Islands (sample price by motor yacht: SR4,220 per person for a party of six). To these are added the Jeddah-Athens-Jeddah monthly excursion fare of SR1392 (children under 12 half price).

This Ramadan will see the start of another "special" — an eight-day all-in safari holiday to Kenya, aboard the Boeing 707s of Kenya Airways. Bookings have to be in parties of ten or more to earn the

knock-down price of SR3,180 a person. Children sharing their parents' room go for SR1,955 each, or SR2,375 each if they have a separate room. Individual adults: SR5,045.

Zahid will also offer a longer 15-day version of the safari holiday. Parties for this should be at least 15-strong, and for these the cost is SR5,600 a head.

Apart from the "Stop and See

Greece" packages, Olympic Airways started operating its 707 service between Jeddah and Athens on April 11 this year.

The twice-weekly service leaves Jeddah on Wednesdays and Saturdays at 5 p.m.

Zahid Travel sees the new service as something of a breakthrough. "Greece is very appealing to Saudi Arabians," says Adel Zaki. He points out that not only is the Greek capital a mere three hours' hop away, but Arab families are greatly attracted by the economy of a Grecian holiday. Thanks to the 300,000 Greeks who were obliged to return home from Egypt in 1956, and a subsequent exodus from Sudan, an added bonus is that Arabic is widely spoken in the country.

The new tours department, says 35-year-old Zaki, will set its sights on opening up the Far East. "We feel the market trend is changing and a lot of people, the Saudis in particular, are preferring to spend their vacations in the Far East, rather than in Europe or America." Such tempting spots as Bangkok, Singapore and Hong Kong are likely destinations for new Zahid tours, which will be launched in cooperation with airlines and travel agents from the host countries. Tour sponsors in each case will be Zahid Travel.

The company was founded in 1958 by Muhammad Mahmoud Zahid and his four brothers, as a section of the family's booming tractor business. IATA membership came the same year. In 1969 a reshuffle within the family brought tractors and travel under Sheikh Yusuf Mahmoud Zahid. After his death in 1977 the chairmanship passed to his eldest son, U.S.-educated economics graduate Sheikh Talal Yusuf Zahid.

Adel Zaki is an Egyptian who previously worked for Air India and Air Italia in Cairo. After a four-year slack period for Zahid Travel, Zaki — along with the oil price hike — came to Saudi Arabia in 1973. The company had just two offices, in Jeddah and Riyadh. Now there are five — two each in Jeddah and Riyadh, and one in Al Khobar. Two more are opening later this year, in Jubail and Yanbu. Total staff is 50.



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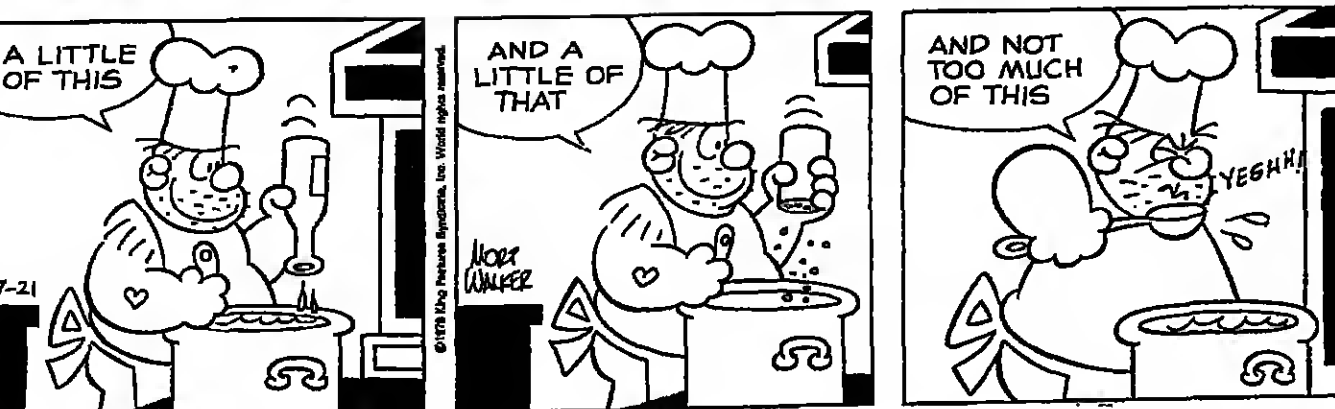
SMALL SOCIETY

BLONDIE

BEETLE BAILEY

HAGAR

WIZARD



"I didn't just fall off the turnip truck, y'know" "I don't even know what that MEANS."

CROSSWORD PUZZLE

Crossword
by THOMAS JOSEPH

ACROSS

- Winning card
- Asian peninsula
- Adjective
- Lamour made it famous
- To be: Fr.
- Midday nap
- Informal quarters
- Adjective
- Drillery
- Man's name
- Flour-de-
- Cockney's "cane"
- Helen Morgan's "ordinary guy"
- "blin"
- Criticism
- Destiny
- Italian city
- Heartsache
- Be effective
- Nun's name
- Monthly title
- Catholic deity
- Alush
- Form of John
- Punish by fine
- Church

DOWN

- Wobble
- Sea product
- Registers
- Pawn
- Acute, for one
- London fashion center
- Hurricane center
- Pomace upon
- Wall St. term
- Measure
- Last battle site: Wars of the Roses
- Scout
- Enough
- Playing marbles
- Obscene
- Maladies
- Turbell
- Fill the hall
- Command's asset
- Street
- Vendors of old
- Actress Stefanie
- Valencia
- Maria
- Or Clara
- Speed merchant
- Ship
- Ship
- Chinese

Yesterday's Answer

1 Across: Playing marbles
2 Across: Valencia
3 Across: Maria
4 Across: Or Clara
5 Across: Speed merchant
6 Across: Ship
7 Across: Ship
8 Across: Chinese

DAILY CRYPTOQUOTE - Here's how to work it:
One letter simply stands for another. In this example A is used for the three L's, X for the two O's, etc. Single letters, apostrophes, the length and formation of the words are all hints. Each day the code letters are different.

CRYPTOQUOTES

CNP OSFPSOKBH WZP WRWJH
LWSDOLBR. WST CNP CZBRJ
OYWFOSWCOQP SPQZP KCNPZAOHP
CNWS WSWRJCOD. - PTFWZ
WRRWS GKP



"I didn't just fall off the turnip truck, y'know" "I don't even know what that MEANS."

CROSSWORD PUZZLE

Contract Bridge
B. Jay Becker

Bridge Is a Partnership Game

South dealer:
North-South vulnerable.

NORTH

♠ J 8 3
♥ K Q 9 5
♦ Q 9 8
♣ Q 8 4

EAST

♠ A K 9 2
♥ 7 4
♦ K 10 8 5
♣ J 10 7 3

THE BIDDING:

South West North East
1♣ Pass 1NT Pass
2♦ Pass 3♦ Pass

Opening lead - four of spades.

Let's assume you're West, defending against four hearts. Choosing the right opening lead is far from clear, but let's say you decide that the best chance of stopping the contract lies in leading your singleton - even though South bid the suit.

This proves to be a lucky shot; you find partner with four to the A-K. He wins the spade with the king and recognizes your four as a singleton. But if, in his exuberance, your partner continues with the ace and

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ARAB NEWS CALENDAR

PRAYER TIMES

	Wednesday	Fajr	Ishraq	Dhuhr	Asr	Maghreb	Isha
Mecca	4:30	5:56	12:33	3:51	7:05	9:05	
Medina	4:23	5:47	12:34	4:00	7:11	9:11	
Nejd	3:57	5:25	12:07	3:30	6:42	8:42	

DHAHRAN TV

4:30 Childrens Show	Ses. St: 1153, Uncle Crocs: Mr. Nice Guy
6:01 World Sportsman	Baloon Race - Motorcross
6:30 The Munsters	If a Martian, ans. Hang up
6:55 Chico and the man	Chico's Problem
7:19 1 Spy	To Florence with love part II
8:15 Most Wanted	The Torch
9:03 Channel Theater	The Midnight Man

WEATHER

Forecast for the next 24 hours:
The weather will continue to be extremely hot over most of the regions, but humidity is expected to be low over the western coast. Low and medium clouds will gather over parts of the western and central regions as well as over the western and southwestern highlands, offering chances of thundershowers over them. Active northerly and northeasterly winds, blowing over different regions, are likely to raise dust and sands and cause poor visibility.
Sea conditions will be moderate to medium in the territorial waters.

Tuesday's temperatures (maximum, minimum in centigrade)

Mecca	44	31	Tabuk	39	23
Jeddah	37	28	Turair	39	21
Riyadh	46	32	Arar	45	28
Dhahran	48	30	Sulayil	45	27
Medina	46	33	Yanbu	39	27
Taif	37	26	Abha	31	17

SAUDI RADIO

(English Service)
On FM at 96 Megahertz in 3.2 meter band
On SW at 11.855 MHz in 25 meter band

WEDNESDAY

Afternoon Transmission

2:00 Opening	10:01 The Holy Quran
2:01 The Holy Quran	10:05 Message to the Faithful
2:05 Gems of Guidance	10:10 Light Music
2:10 Saudi Literature & Arts	10:15 NEWS
2:20 On Islam	10:25 S.A. - A Daily Chronicle
2:30 People Talking	1:30 Sound Sweet and Strange
3:00 NEWS	11:00 Youth Welfare
3:10 Press Review	11:10 Music
3:15 Music	11:15 The Evening Show
3:20 Science Journal	11:45 Touring Saudi Arabia
3:30 Leaps & Bounds	12:00 Imp. Com. and Recollections
3:40 MUSIC	12:10 MUSIC
3:50 Closedown	12:15 Latin MUSIC
	12:45 A Rendez-vous with Dreams

Evening Transmission

10:00 Opening	01:00 Close Down
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VOA

P.M.

8:00 News Roundup: Reports: Actualities: Opinion: Analyses	10:05 Opening: Analyses News Summary
8:30 Dateline News Summary	10:30 VOC Magazine: America; Science; Cultural; Letter
9:00 Special English: News; Feature. The Making of a Nation	11:00 Special English: News
9:30 Music USA: (Standards)	11:30 Music USA: (Jazz)
10:00 News Roundup: Reports: Actualities	VOA WORLD REPORT
	12:00 News newsmakers' voices: correspondents reports background features media comments news analyses.

BBC

Morning Transmission

8.00 World News	4.30 The Pleasure's Yours
8.09 * Twenty-Four Hours News Summary	5.15 Report on Religion
8.30 * Sarah Ward	6.00 Radio Newswel
8.45 World Today	6.15 * Outlook
9.00 Newsdesk	7.00 World News
9.30 * Opera Star	7.09 Commentary
10.00 World News	7.15 * Sherlock Holmes
10.09 Twenty-Four Hours News Summary	7.45 World Today
10.30 * Sarah Ward	8.00 World News
10.45 * Something to Show	8.09 * Books and Writers
11.00 World News	8.30 * Take One
11.09 Reflections	8.45 Sports Round-up
11.15 Piano Style	9.00 World News
11.30 Brain of Britain 1978	9.09 News about Britain
12.00 World News	9.15 Radio Newswel
12.09 British Press Review	9.30 Farming World
12.15 World Today	10.00 Outlook News Summary
12.30 Financial News	10.39 Stock Market Report
12.40 Look Ahead	10.43 Look Ahead
12.45 The Tony Myatt Request Show	10.45 Ulster in Forces
	11.00 World News
	11.09 Twenty-Four Hours: News Summary
	11.30 The Pleasure's Yours
	Midnight Transmission
	12.15 Talkabout
	12.45 Nature Notebook
	1.00 World News
	1.09 World Today
	1.25 Financial News
	1.35 BBOOK Choice
	1.40 Reflections
	1.45 Sports Round-up
	2.00 World News
	2.09 Commentary
	2.15 The Face of England

Evening Transmission

1.15 Ulster in Focus	
1.30 Discovery	
2.00 World News	
2.09 News about Britain	
2.15 Alphabet of Musical Curios	
2.30 Sports International	
2.40 Radio Newswel	
3.15 Promenade Concert	
3.45 Sports Round-up	
4.00 World News	
4.09 Twenty-Four Hours: News Summary	

Your Individual Horoscope

FOR WEDNESDAY, JULY 25, 1979

What kind of day will tomorrow be? To find out what the stars say, read the forecast given for your birth sign.

ARIES (Mar. 21 to Apr. 20) ♈
You are at a point where you can assert your views and succeed at pioneering efforts. Many are receptive and gain is indicated.

TAURUS (Apr. 21 to May 21) ♉
Here is a splendid day for handling both routine matters and unusual undertakings. New advances indicated in projects which have been standing still.

GEMINI (May 22 to June 21) ♊
Don't lose confidence in your ability to produce the results you want - even if temporarily stymied. Keep trying. Some dandy advantages on your side.

CANCER (June 22 to July 22) ♋
Don't involve yourself in activities in which you are not particularly interested just to please another. There are some suggestions you should reject.

LEO (July 23 to Aug. 23) ♌
From out of nowhere may come an "old" suggestion. No harm in evaluating its possibilities. It may pave the way toward a broader avenue to success.

VIRGO (Aug. 24 to Sept. 23) ♍
Recklessness or anxiety could be detrimental to top achievement. Be contained. Direct energies constructively. Study new trends.

LIBRA (Sept. 24 to Oct. 23) ♎
Tact and finesse will help you to attain ends you cannot achieve with force. Dismiss rumors, seek truths, avoid indiscretions.

SCORPIO (Oct. 24 to Nov. 23) ♏
Several avenues of activity will be open to you. Be selective in your choice. Don't waste time on unproductive undertakings.

SAGITTARIUS (Nov. 24 to Dec. 21) ♐
Strong indication of gains through past efforts. A good period, too, for launching new enterprises. Study all suggestions' carefully, however.

CAPRICORN (Dec. 22 to Jan. 20) ♑
Mixed influences. Caution could reign if you are not on guard. Do not let slight misunderstandings blow into a storm. Use your wits.

AQUARIUS (Jan. 21 to Feb. 19) ♒
Avoid a tendency toward unconventionality. Don't join those who are indifferent or who are presently taking risky chances. Think!

PISCES (Feb. 20 to Mar. 20) ♓
A few delicate spots. Carefully document realities, possibilities, and do not fear to tackle a likely proposition - no matter how "far out" it may seem at first.

Arab news

Middle East Shipping Information

Compiled with the co-operation of Lloyds of London

ABADAN July 17 East Flora ABU DHABI July 13 East Coast Maccadden Importer II July 14 Arya Nooh Torrens July 15 Rahab City of Canterbury July 17 Alfara July 18 Bin Majid East Coast July 19 Bin Zuhri Samsam July 20 Tayso Tafas July 21 Young Soldier ADEN July 12 Lala Vahva Vikram Sahla Reider Carolyn Bergin Maru July 13 See Borne ALEXANDRIA July 16 Comstar Kestor Pavlos V Peter Schröder Nicolas Arina Holwands Alpacayer Annoula II Corasalis II Emmalee July 17 Kassos (GR) (S105) Remenias Krisen Sandved Espresso Cagliari Jason Crest Orpheus July 19 Preyl Dana Frio Althelena Comethan Reider El Malek Faleel July 19 Rephina (GR) (W83) Osmiris El Anoud Pelaagos Lalinas Emar Almeria Lykes Zabrze Oni Sabar Luna Petrolagas Shan July 20 Cord Almaria Kalyinos (Ez. Ostray) Kalyinos II Lachistan II Mina A. Al Mina EMINIA Abu El Kassam Kotras Villego Halo Nicolas K. Al Nabla July 21 Victoria Egal Aris San Giorgio II Mazdough Agla Vamara Hyperion Johnny K. July 22 Aussia Aurid BAHRAIN July 19 Lone Terkel July 11 East Flora Auto Gulf Pieroda East Coast July 12 Xin An Jiang Maoerice Dana Optima July 13 Shokyu July 14 Stoddards Tessco Melbourne July 16 Strathfield Shaykh Maru July 18 Kpsage Maru (J4) (11832) BASRA July 16 Boris Gorbachev Babyton Sky BIZERTA July 19 Gaz Progress July 20 Piero M. CASABLANCA July 18 Ural Sublavoro Kudu Aemaa Mazzamand De Xing Marie de Annazou Sac Santandrea Marta P. Mangya July 19 Sarak Sergey Lyulin Oufas Francis L.D. Helonic Clipper Vidzame Kolas Maria de Covadonga Annil CUETA July 19 Josephine (NA) Shan Yin 	KOTAS Grotho July 18 Servile Vassilio Lincolnshire Archie (GR) July 21 Pambola Moro Polaris Padma July 22 Molven Prince Panchurch Ribora Koptan Metastarys Elasbath Holwands Marfama Dancoast Rya Ulyanov Nadzhda Krupeyaya DAMMAM July 18 Herbewart Ida Brille Timber Bay Ventura Mundat Bin Outabsh Barber Toba Golden Lagos July 19 Marti Meerk Maccadden Importer II Auto Gulf Tung Yi Island Bella Tarak July 20 Arya Soom Yung Fan Lu Bin Zuhri DAR ES SALAAM July 17 Lyngsfjord Gomtas Endeavour July 18 Mewara Green Valley Thordrache Almeria Star July 19 Jody Hodari Krowik DOHA July 11 Bin Al-Haheer July 12 Concordia Glory Maha Bhakal July 14 New Star (Ks) DUBAI July 14 Chong Suk Bellestik (S) Strathemol Zabrze Maha Eminence July 15 Al Abedin Tarako Hafelic Innovator Herbewart Ebeland Batal I Cinax Emerald Gold Oud July 19 Zabrze Tat Shou July 17 Bin Majid Barber Toba Kestor (GR) (2807) Kestorfield Omi Florida Tat Sun Tekoa July 20 Taimy Kadarnath Johnny K. July 22 Aussia Aurid 	Al Malaz Hual Rosal Gina Evangela Angela Crown Lablon Inga Polaris Caroline (L) Percote 31 Ethille Acquamarina KUWAIT July 13 Alfara Nedfloyd Bangkok Timber Bay Fast Glory Madive Loyalty Freudenberg July 16 Israeliya Arabian Unity E.R. Brussel Dana Optima Van Dyck Donatelly Metastarys July 17 Marsader Mashallah Al Andah Sudipor Zakaria Faulst (Sw) Auto Gulf KHARG ISLAND July 18 Satin Lucia Lapton Polyvictoria July 17 Al Kassam (L) Chrysanthy M. Lamca July 18 British Promise Alvaro Dabazan KHORRAMSHAHR July 14 Fanted Arya Mar Kris Emerald LA GOULETTE July 15 Kalyinos (Ge) Dana Corona Antheron Soussa Cap d'Adge Gruzdadz Rassation July 18 Maccadden Pacific Broughol Cala Figuera Habo July 20 Zeljun Dusse Al Duratoo Polyvos Pascot MENA AL AHMADI July 13 Gas Gemini Sae Royal July 19 Al Sababiyah Shannon July 17 Sung Un No. 2 Al Watarish July 18 Doris MENA ABDULLA July 9 Sahna Salameh July 13 Oasen Victory July 19 Doris MINA JEBEL ALI July 15 Alraj MINA QABOOS July 12 Qanath Maccadden Importer II July 13 Noordzee City of York July 14 Krit Diamond Beast I July 16 Bin Zuhri Nedfloyd Baltimore Pieroda Young Soldier MOMBASA July 16 Houda Star Gudrun Denelsen Chernazzi Nabla July 20 Sutle Clan Macindoe PORT SAID July 19 Golden Odyssey Almeria Lykes Brektion Agla Vamara July 20 Evangela II Duna Ebel July 21 Pepos Jonta Achilles (Am) July 20 Bremen Maru 	PORT SUDAN July 14 Lansao Island Saudi Prince July 16 Triele July 18 Dorwell Jackson July 17 Ivan Vazov Athlos Saudi Crown Khasella Regal Sky Blue Sky (SR) RAS SHUKHEIR July 13 Rip Sky July 14 Maripma July 18 Maccadon RAS TANURA July 15 Mobil Petroleum Sea Scout Cherry Jet Esso Langquedoc Jamanda Wind Enterprise Hida Knudson London Pride Sung Un No. 2 Montissa July 16 Shono Maru No. 2 Al Damman Espan Phoenix Star Kingstar Esso Africa Egmond July 17 Eibe Maru Loone Pacificque SAFI July 16 Ibn Albarva July 17 Sinae Lovely Coast July 19 Amil Bibao July 20 Bertrammet Quarzzate SAFAGA July 19 Alghora Marselles Susa Marselles SHUAIBA July 17 Maddive Carrier Al Kadelaah July 18 Ibn Albarva Maddive Quest SUSA July 16 Saidi Saudi Moon Wid Candiera July 17 La Rocha Elasbath Holwands July 16 Calybrado July 19 Zarzas Odessa Tosous Mejorda Anrika July 20 General K. Orbey SUEZ July 16 Finnhank Hual Rosal Hual Traveller Kordolan Al Malaz Ethille Alkharab Mata Nedfloyd Loire July 19 Jolly Galle Merzario Arcadia Antoussa Aloussa (R) Laura (S) Ibn Al-Hallam Arya Shalab Lyndsey (R) (22053) July 20 Tessco Rochester Keston Carrier Satsuki Maru (J4) (4382) Clan Alpine Arabian Endeavour Prinula Lala (Cy) Sirius (Gr) Baghdad TUNIS July 19 Cap Pende Lama Mima Le Goleo July 20 Zarzas Magall SUEZ July 14 Saudi Golden Arrow July 18 Balkis I Saudi Moon Wid July 19 Maripma July 20 Saudi Moon Marsela Saudi Golden Arrow 	BEHRAIN Damman Suez Bahrain Shuaiba Damman BAHRAIN Damman Suez Bahrain Shuaiba Damman BAHRAIN Damman Suez Bahrain Shuaiba Damman
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YOUR GUIDE TO TRADE IN SAUDI ARABIA



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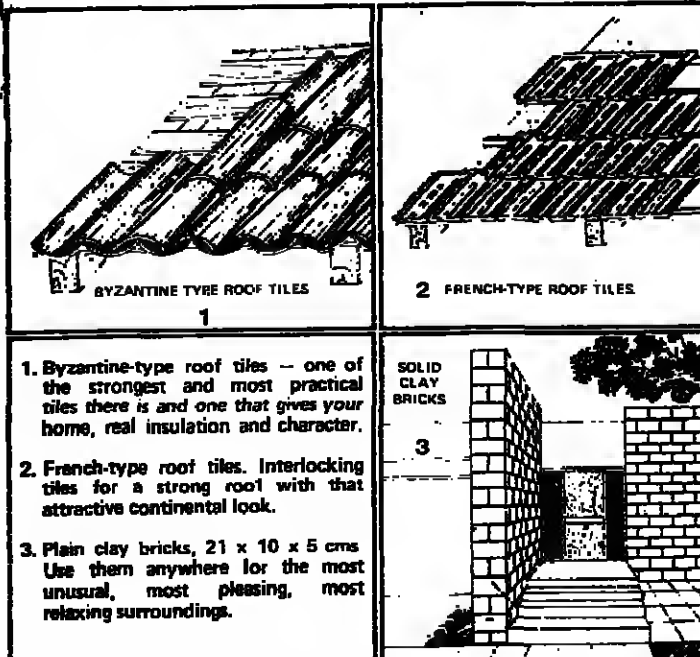
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Saudi firm planning expansion in passenger shipping, tourism



The Saudi Moon I approaching Suez, in the regular run from Jeddah and Aqaba.

By a Staff Reporter

JEDDAH —

There is expansion going on in passenger shipping from Jeddah, and it is an expansion that involves a change of direction in markets.

The Saudi Maritime Transport Co., a wholly-owned subsidiary of Dr. Ghaith Pharoah's Redec, is buying a ship it now leases, acquiring another and adding a route to Muscat and Karachi to its present Aqaba and Suez run. On top of that, according to Kamal Wajih, its general manager, it intends to establish tourist cruises from Jeddah aimed at Western workers in the Kingdom to explore the Red Sea over short trips to escape the heat and the pressure of their everyday lives.

SMTC began operations in 1976 with the Saudi Moon, sailing to Suez and Aqaba. That vessel was sold last year after technical difficulties, and a successor was leased in October. She is now being bought.

That ship, Saudi Moon I, now sails from Jeddah to Aqaba and Suez about every five days. She has space for 700 passengers, all in cabins, and an average depending on their size of 140 cars. Wajih reports that northbound sailings are usually about 75 per cent full, although the guest workers who usually take their cars and electrical goods home tend to fly back to the Kingdom when unencumbered on their return trips. There are sometimes some Saudis travelling to Egypt for holidays or for business, but that traffic has apparently fallen off after the peace treaty between Israel and Egypt. Few people go to Aqaba, but several board there for Suez. The trip to Suez takes some 36 hours if no stop is made at Aqaba. The ship was once a cruise ship sailing between Miami and the Caribbean, and it shows.

Wajih says that the Saudi Moon I takes some 88 per cent of passengers sailing from Jeddah to

Suez, estimating that this year she will carry 27,295 people and 6,500 cars of the possibly 35,700 people traveling the route. The ship breaks even now, but Wajih anticipates a profit margin of between 15 and 20 per cent in 1980. The company will shortly be bringing into service the Belkis. Newer than the Saudi Moon I, which was built in Norway in 1969, she was built in Greece in 1973. But she is smaller, taking 600 passengers in cabins and 75 cars. She used to work the Jeddah to Suez route for another company, and is now lying in Suez before starting work. Her owner, Ahmad Siraj of the Foreign Ministry, has just spent \$1.5 million on an overhaul of her engines and deck.

When the Belkis joins SMTC, Wajih says that the company will have the flexibility to set up new operations while retaining the Suez and Aqaba run as the rock on which it is founded.

There will be sailings to Port Sudan every month, and this month a service to Karachi is to be started. Aimed principally at Egyptians working in the Gulf, it will sail to Aden, Muscat and Karachi, intending to pick up passengers in Muscat to travel home to Egypt via Jeddah. The trip to Muscat will take four days, that to Karachi six. Depending as it will on the summer traffic of holiday-makers, the service is planned to run only for the summer.

But a possibly more significant plan of Wajih's for the future development of the Kingdom's indigenous travel industry is that for Red Sea cruises. With two ships rotated between either the Suez or the Muscat route as demand for space dictates, he will use the more slack times for one for tours aimed at the American and European communities in Saudi Arabia.

Wajih says there is a good deal of potential for tourism. He has

had travel operators in Europe contact him about it, and an American delegation recently met him for talks. Adriatica Navigazione, an Italian company that operates vessels between Alexandria, Piraeus and Venice, has organized a scheme whereby passengers can buy through tickets to Europe from Jeddah, with SMTC organizing hotels in Egypt and overland transport between Suez and Alexandria.

Belkis will fly the Saudi flag, but Saudi Moon I is at the moment registered in Panama. When her purchase is finally complete, though, she will change to the Saudi flag. There is some pride in the insistence that a Saudi company should operate Saudi ships that are Saudi in name as well as ownership, but the material benefits are not inconsiderable.

The price for one person between Jeddah and Suez varies between SR10 for a suite and SR350 for a bed in fourth-berth cabin on the lower deck. There are reductions for children or for those buying a return ticket at the same time. The whole ship is air-conditioned, and there is a restaurant and a cafeteria.

Prices for a car between Suez and Jeddah run between SR1,600 for an American station wagon and SR900 for a small car, with trucks or buses costing SR3,500. It seems expensive, but Wajih says that it is comparable to other ships doing the same voyage. The SMTC office is the Queen's Building, on the second floor.

Those prone to seasickness, incidentally, need not fear the Red Sea. Although storms are fierce they are infrequent. One in April was followed by a month of absolute calm, although that storm was remarkable not only for disabling with misery most of the passengers, but also for the birth of a son at the storm's height to an Egyptian couple. The ship's doctor coped, and the company offered the baby a free ticket for life.

In first 6 months of 1979 Profits of Exxon reach \$1.79 billion

NEW YORK, July 24 (R) — The Exxon Corporation, the world's largest multinational oil company, Monday reported profits of \$1.79 billion during the first half of this year, almost 30 per cent up on the first half of 1978.

As world oil consumers continued to reel under the impact of higher oil prices, partly blamed on windfall profits by major oil companies, Exxon said its second-quarter profits rose to \$830 million from \$690 million in the second quarter of 1978. This brought the half-yearly total profits to \$1.79 billion.

But share market analysts said

the results were slightly lower than expected and probably not the kind of figures envisaged by the Carter administration which has been urging Congress to pass legislation to tax excessive profits by oil companies.

The higher oil prices have been blamed by OPEC on profit taking by the multinationals and by the multinationals on higher oil prices.

But Exxon said that of its \$1.79 billion profits in the first six months of 1979, \$750 million reflected higher foreign exploration and production profits, mainly in Malaysia and the North

Sea.

The analysts said the second quarter profits were, however, lower than those in the first quarter, when Iranian oil exports were virtually eliminated during the revolution which brought to power an Islamic government less willing to meet Western oil demands. Profits from domestic oil and gas operations were down on the first half of last year.

The Standard Oil Company of Indiana, meanwhile, reported a half-yearly 32 per cent profit rise to \$750.3 million compared with \$567.7 million in the first half of last year.

Labor angry

Tories to de-nationalize aerospace firm

LONDON, July 24 (R) — Britain's Conservative government has planned huge cuts in public spending and announced it will sell off shares in a major nationalized concern, the British Aerospace

Plane-Making Corporation. The move, made Monday, was bitterly attacked by the Labor opposition which said it would re-nationalize British Aerospace whenever it regains power.

Industry Secretary Sir Keith Joseph told parliament about half the shares in the corporation joint manufacturers of the Concorde airliner, would go on the market before the end of 1979.

Last week the government enraged Labor by opening up the profitable state airline, British Airways, to private investors.

Earlier Monday the cabinet discussed ways of slashing public spending by \$8.8 billion during the 1980-81 financial year.

Officials said no details were

likely to be published for months but there were fears that public housing and education programs could be particularly hard hit.

After taking office last May, Thatcher's government drew up plans for cuts of about \$6.6 billion.

Government sources say closer examination of the economy prompted Thatcher to increase the figure. Even defense spending, which the Conservatives had vowed to increase, is being included in the cabinet's review.

Chancellor of the Exchequer Sir Geoffrey Howe grimly told a London financial conference Monday, "We have now reached the point where we are perilously close to destroying the economy's capacity to generate any economic growth whatsoever."

But he gave no clue where the spending ax would fall.

Labor spokesman John Silkin said the decision to sell British Aerospace shares amounted to

"asset-stripping" and there was criticism from trade unions.

British Aerospace, a consortium of four companies, employs 70,000 people and reported a \$147 million profit last year. Among the planes it produces are the Trident and BAC 1-11 airliners and the Harrier short take-off fighter.

Saudi Arabian Government Tenders

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Municipality of Al-Qatif	Maintaining of roads		1000	July 28
Municipality of Mecca	Supplying of insecticides, detergents and equipment	9	100	Aug. 11
" " "	Supplying of plumbing equipment for gardens	10	50	Aug. 11
" " "	Supplying of electric pumps, diesel motors and winches	11	50	Aug. 11

Turkish economy healing, finance minister asserts

ANKARA, July 24 (AP) — Turkish Finance Minister Ziya Muezzinoglu has struck an optimistic note for Turkey's debt-ridden economy and claimed the disastrous trend has been partially checked.

In a news conference here, Monday Muezzinoglu stressed "there is no reason not to look at Turkey's future with complete hope despite the hardships."

The minister called on Turks to cooperate with the government of Premier Bulent Ecevit to implement a series of austerity measures intended to bail Turkey out of its worst financial and economic crisis.

He also elaborated on the contents of a "letter of intent" Turkey has submitted to the International Monetary Fund, promising to abide by a package of demands laid down by the IMF.

Accusing the past government of mishandling Turkey's mixed economy, the minister noted that at the beginning of 1978, Turkey's foreign currency supply was dwindling and it was hardly able to pay for imports and ever-growing oil debts.

The left-leaning government devalued the lira by about 30 per cent in 1978 and adopted a stabilization program aimed at restoring some form of credibility to Turkey's ability to pay for its imports.

The move was followed by requests to international banks and financiers to defer repayment of outstanding debts and interest, with short-term maturity. Turkey's overall debts are estimated to be around \$15 billion.

The minister admitted that despite the measures, the expected flow of foreign currency and credits never materialized because of what he termed "a lack of confidence."

The Turkish economy again plunged into an inflationary spiral because of less output by factories which operated at low capacity. The government introduced a fresh austerity package to correct

chronic ills in the economy, devaluing the lira earlier this year by about 43 per cent against the dollar and imposing curbs on private and state credits.

Muezzinoglu emphasized that the goal of the current scheme was to make Turkey self-sufficient, reduce inflation, now estimated at 70 to 80 per cent, and boost Turkey's exports.

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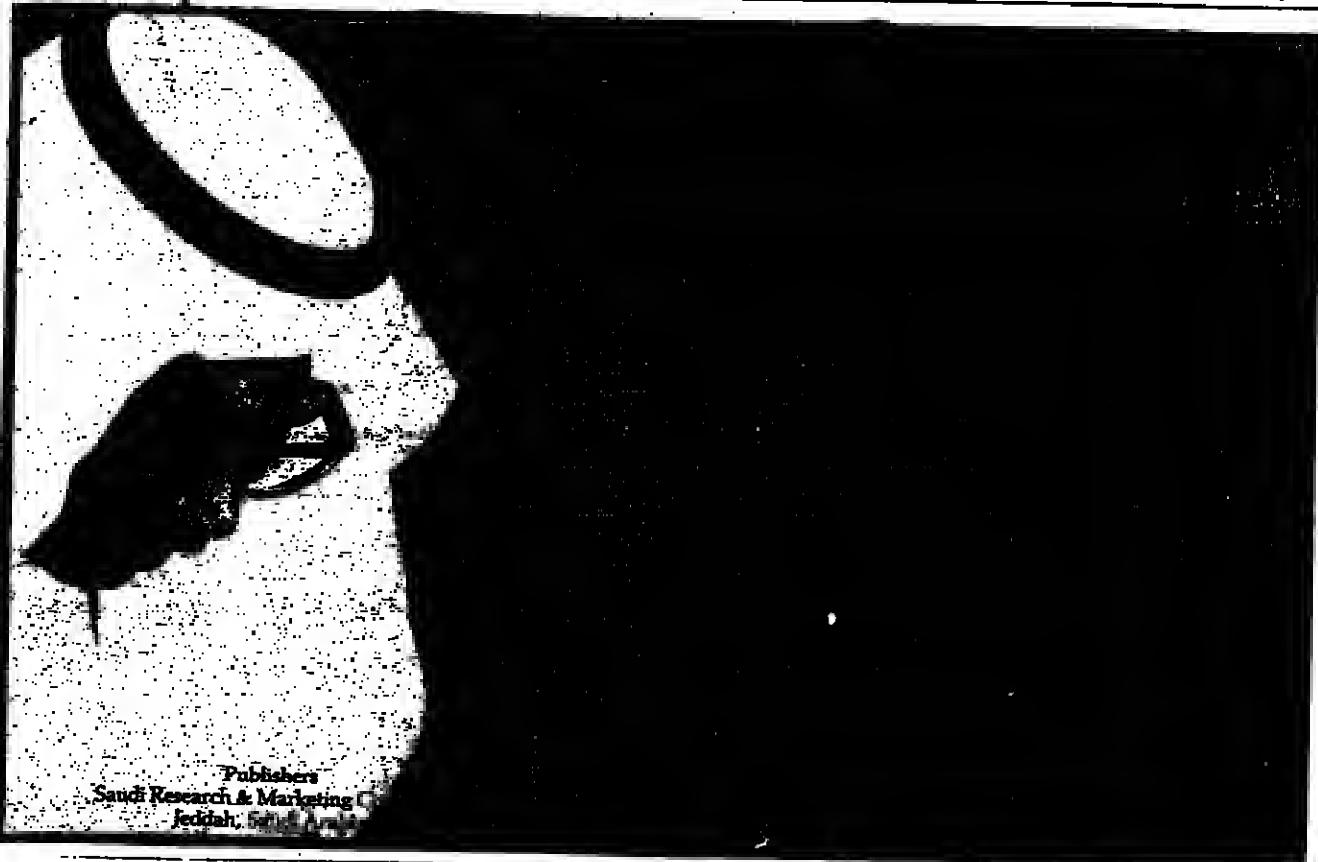
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ANNOUNCEMENT

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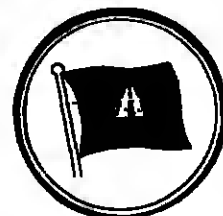
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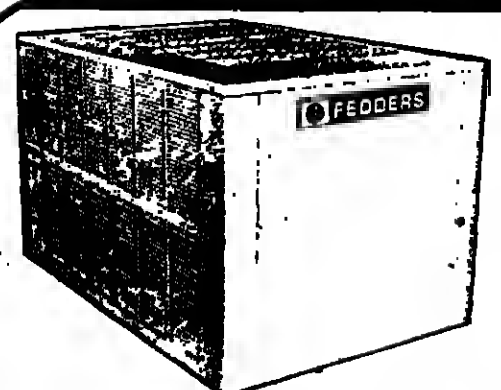
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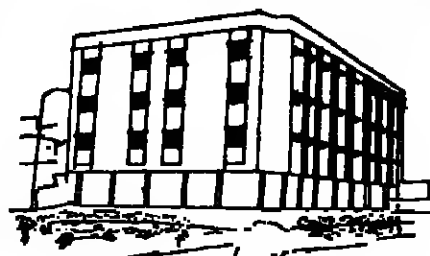
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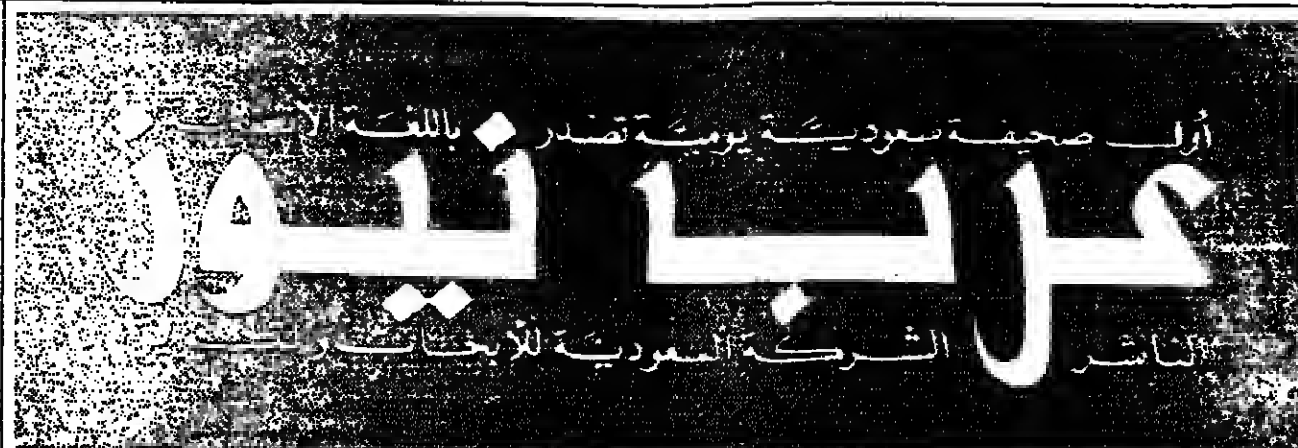
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International

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Sino-Soviet border clashes renewed as Japan issues warning

HONG KONG, July 24 (R) — China Tuesday accused the Soviet troops of killing a Chinese official and wounding another man in an incident on the Sino-Soviet border in northwestern Xinjiang (Sinkiang) Province last week, the Xinhua News Agency reported.

The Chinese Foreign Ministry in a note to the Soviet Embassy in Peking said that about 20 fully-armed Soviet frontier soldiers, lying in ambush at the Sino-Soviet border in the Tersadi area of Xinjiang Province, killed a Party official and wounded a farm veterinarian.

The note said the Soviet troops intruded into Chinese territory and carried the dead and wounded Chinese citizens into Soviet territory.

The News Agency said the Chinese government lodged a strong protest with the Soviet government against this incident.

It said the provocation and bloodshed was wholly pre-arranged by the Soviet side.

The note charged that since the beginning of this summer, Soviet soldiers had often intruded into Chinese territory to interfere with and disrupt the productive activities of Chinese herdsmen.

The Agency said the Foreign Ministry demanded that the Soviet government stop all intrusions and provocations along the border, an immediate return of the injured man and punishment of the "culprits."

It also demanded compensation

for the two and effective measures taken to prevent a recurrence of similar incidents.

The Agency said the Soviet unit had deliberately created a bloody border incident at a time when arrangements were being discussed for negotiations on normalizing relations between the two countries.

China and the Soviet Union have agreed that the negotiations, the first of their type between the two countries, should be held at deputy foreign minister level.

It was ten years ago (1969) when serious border fighting broke out between Soviet and Chinese troops.

Last May, a Soviet frontier commander said in an article published in Moscow that two Soviet soldiers were killed in a border clash with Chinese agents.

This latest Sino-Soviet border clash came just at the time when Japan's leaders were issuing a forecast of a bleak future for Asia.

The Japan warning said Asia would become a main cockpit for superpower rivalry, overshadowed by a massive Soviet military build-up.

The region is expected to remain one of instability, according to a Defence Ministry document approved by Prime Minister Masayoshi Ohira and his Cabinet, with no change in confrontation between the United States and the Soviet Union.

The government White Paper is a dismal reading for the White



POISED: Chinese ground-to-ground missile poised as renewed conflicts erupt between China and the USSR. The missile is said to have a range of 2,400 — 2,800 km.

House, and particularly the Pentagon. It pointedly complains that the Soviet Union — which rivals the U.S. in the Far East as well as Europe — is continuing to strengthen its military power at a much greater pace than Western countries, with the apparent aim of expanding political influence.

The Soviet Union had more ground troops than the U.S., the

White Paper said. It added: "It cannot be said necessarily that the U.S. has the advantage... in the fields of strategic and theatre nuclear weapons, and naval and air power."

If the West did not react appropriately, increased Soviet military power would probably greatly influence global affairs, it said.

Desai gains new votes, but Singh still leads

NEW DELHI, July 24 (R) — A regional political group Tuesday threw its support to caretaker Prime Minister Morarji Desai in his battle to gain majority support in India's parliament and form a new government.

The All-India Anna Dravida Munnetra Kazhagam (AI-Admk), with 18 members of parliament from the southern state of Tamil Nadu announced after a meeting here that it was joining Desai's 210-member Janata Party in the race.

This gives Desai's forces a total of 228 MPs in the 544-member parliament — still 44 short of the absolute majority required.

Desai, 83, has less than 24 hours left to present the list of his supporters to President Sanjiva Reddy who also called Monday on the other main contender, opposition leader Charan Singh, to prove his claim to a parliamentary majority.

Singh, who appears to be leading at this point, got a big boost

Monday when former prime minister Indira Gandhi's Congress (I) Party said it was backing him with its 71 MPs.

The fresh support brought Singh's total to 250, just 22 short of a majority — but Singh could lose some of that because a group of 15 socialists included in Singh's breakaway Janata (Secular) group said earlier they were against any

alliance with Mrs. Gandhi. Both Desai and Singh must produce their lists for Reddy by late Wednesday.

If neither can show a majority, Reddy may dissolve parliament and order a mid-term election.

When Mrs. Gandhi was prime minister, she jailed Singh along with thousands of political opponents. But when he was home minister in Desai's government he had her arrested on charges of corruption and misuse of official power.

Singh's former Janata Party colleagues, who fought against Mrs. Gandhi's rigorous emergency rule, promptly denounced his association with her as "political treachery."

Zia rejects clemency

Bhutto codefendants said set to hang

ISLAMABAD, July 24 (AP) — Four men convicted along with former Prime Minister Zulfikar Ali Bhutto in a political murder case were expected to be hanged Wednesday morning, informed sources said Tuesday.

Bhutto was executed April 4 after his death penalty had been confirmed by the supreme court, for ordering the killing of a political opponent in 1974.

His four codefendants, all

members of the now disbanded para-military Federal Security Force, were reported to have confessed their part in the conspiracy and actual killing and applied for clemency, which was rejected by President Gen. Zia Ul Haq.

The four are Miran Muhammad Abbas, Soofi Ghulam Mustafa, Arshad Iqbal and Rana Iftikhar Ahmed.

Zia had also turned down appeals

from several world leaders to save Bhutto's life, saying he would not interfere with the supreme court's decision. No formal clemency petition was made by Bhutto's family. Under Pakistani law, only a petition by the family could have been considered for mercy.

Since Bhutto's execution, there has been speculation that the four co-defendants might be spared.

Francois-Poncet attacks East on status of Berlin

EAST BERLIN, July 24 (R) — French Foreign Minister Jean Francois-Poncet began a two-day official visit to East Germany Monday by attacking the Communist government's recent changes in the special status of East Berlin.

"France has recently deplored and will always deplore unilateral changes in the situation in Berlin, for as you know Berlin is at the center of detente," Francois-Poncet told East Germany Foreign Minister Oskar Fishbe and other Communist leaders at a

lunch.

The attack referred to East Germany's abolition last month of the special status of East Berlin deputies within the national parliament. Instead of being nominated by the city council, they will be chosen in national elections.

France joined the United States and Britain in protesting the change. They said it violated a 1971 agreement setting out the special political position of both East and West Berlin and forbidding integration of either part into East or West Germany.

El Cordobes breaks all fight records

MADRID, July 24 (AP) — The newspaper "Ya" said Tuesday that millionaire bullfighter Manuel Benitez, "El Cordobes," pocketed a record 8 million pesetas — \$123,000 for his comeback Sunday in the tourist resort of Benidorm.

The gate for the fight was 14 million pesetas — \$215,000 — and the 41-year-old matador got more than half of that in ending eight years of retirement the newspaper said.

The highest amount reported paid to a bullfighter before El Cordobes' reappearance was 5 million pesetas — \$76,000 — to Spanish matador Paco Camino in Mexico City.

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